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## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

#### UP TRAINS

STATIONS	O																								
	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.	
Kowloon ...Dep.	8.40	9.05	8.50	9.10	10.00	12.15	1.15	2.35	8.00	4.40	5.45	7.30													
...Arr.	8.40			9.20	10.08	13.24	1.23			4.85	5.50	7.35													
Shatin ...Dep.	7.01			8.22	10.20	12.35	1.34			4.50	6.05	7.50													
...Arr.	7.15			9.45	10.33	12.49	1.47			5.04	6.18	8.03													
TaiPoMarket Dep.	7.20			8.58	10.37	12.53	1.51			5.09	6.19	8.07													
...Dep.	7.20						1.51																		
TaiPo ...Dep.	7.30			10.06	10.47	1.03	2.01			5.18	6.38	8.21													
...Arr.	7.30						2.01																		
Fanning ...Dep.	7.35			9.07	10.10	10.58	1.08	2.08	3.14																
...Arr.	7.45			9.17	10.19	10.58	1.14	2.13	3.20	8.40	5.35	6.41	8.27												
Shumchui ...Dep.	7.41			8.45	9.13	10.16	10.58	1.14																	
Shumchui ...Arr.	7.41																								
Canton ...Arr.		12.40		5.58						7.26															





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## MODERN IDEAS AND OLD FASHIONED THEOLOGY.

INDIVIDUAL FREEDOM AND ORIGINAL SIN.

[By THE REV. C. A. ALINGTON, D.D., HEADMASTER OF ETON.]

The Bampton Lectures which are annually delivered at Oxford do not as a rule appeal to a large audience. But the Bampton Lectures recently published by Professor N. P. Williams deal with a subject in which the average man does take an interest, for they are concerned with the problems of the Fall and Original Sin.

The average Englishman takes an interest in these subjects, but his interest is apt to be either of a rather morbid or (more commonly) of a rather contemptuous kind. He may feel constrained to accept what he understands to be the belief of the Church on the subject, and consider himself bound to believe that the whole human race was in some mysterious way responsible for the sin of Adam and inherits a guilt which can only be removed in some equally mysterious manner, and for this attitude he will find abundant justification in some of the Articles of the Church and in some of the phrases of the Baptismal Service.

More probably he will tend to regard the whole matter as having been exploded by the discoveries of science. The story of the Fall in Genesis he knows to be unhistorical, and, believing that to be the foundation of the whole doctrine of Original Sin, he dismisses it as one of the religious absurdities from which he is glad to be freed.

"Misinterpretation."

To both of these classes Professor Williams' book will come as a surprise. The former will learn that, in the opinion of a most orthodox theologian, the doctrine of Original Sin, due to Adam's transgression, has no Catholic authority, but is due to a definite misinterpretation of Scripture, enforced for a time by the great authority of St. Augustine, but never accepted by the Church as a whole; the latter will find that the story of the Fall is only one among many attempts to account for the undoubted fact of the sinfulness of the human race, and that he by no means gets rid of the problem, nor of the need to find a solution, by dismissing the story of Genesis as legend.

The almost complete absence of any reference to Adam in the later books of the Old Testament is enough to show that the Jews did not regard his fault as the crucial event in human history, and, in fact, the word Fall is never used to describe it before the fourth century.

The earliest Christian writers were very far from taking the view, which science has so rightly condemned, that our first parents were gifted with great qualities of intellect and character. They regard our fallen man as an imperfect, undeveloped, and infantile creature, having indeed great possibilities, "a starting point for progress," possessed of innocence but not of virtue; by no means that being of supernatural perfection and splendour which later ages delighted to depict, thereby heightening the horrors of his fault and its consequences.

A Grievous Loss.

The Christian religion suffered a grievous loss when its interpretation passed out of the hands of the Greeks into those of the Latins. The Romans were indeed a wonderful race, but they were completely lacking in imagination and in humour, and it may fairly be maintained that the absence of these two qualities is a fatal barrier to the comprehension of religion.

The most valuable part of Dr. Williams' valuable book is that in which he traces the rise and fall of the doctrines of St. Augustine, the most remarkable of all the successors of St. Paul. It is true that he, like his predecessor Tertullian, was an African, and not a pure Roman, but both of them were lawyers, and both of them brought to bear on the fluid Christian doctrine those legal instincts and those legal limitations which we regard as characteristic of the Roman. The mere fact that Augustine discussed at length, and with the gloomiest assurance, the certainty of the damnation of unbaptised infants shows how far he had travelled from the spirit of the Galilean Master or of those who interpreted Him to the Greek world.

The results of the domination of Augustine can be traced in all the formularies of the Reformed Churches, for Luther, like Augustine, had undergone a sudden conversion, and felt, like him, the need of emphasising the grace of God in saving the sinner—and how could this better be done than by exaggerating the enormity of the sin from which man had to be saved? Hence come all those assertions of the utter depravity of man which make such terrible reading.

One specimen will suffice, from the Formulary of Concord, one of the official documents of the Lutheran Church: "They also are repudiated and rejected who say that from his natural birth man still has remaining something of good, however little, minute, scanty and attenuated this may be." It was this kind of teaching which, as Dr. Williams says, is well summed up in the gloomy aphorism of the Spanish dramatist Calderon: "The greatest crime of man is that ever he was born."

"Horrid Propositions."

But the important point which these lectures emphasise is that this teaching was never accepted by the Church universally or without protest. The East never accepted it, and in England, for instance, the great Jeremy Taylor stated the case for human freedom and Divine justice in words which can hardly be bettered:

And truly, my Lord, to say that for Adam's sin it is just in God to condemn infants to the eternal flames of Hell, and to say that consciences or natural inclinations before they pass into any act, would bring eternal damnation from God's presence into the eternal portion of devils, are two such horrid propositions that if any Church in the world should expressly affirm them, I, for my part, should think it unlawful to communicate with her in the defence or provision of either, and to think it would be the greatest temptation in the world to make men not to love God, of Whom men so easily speak such horrid things.

It cannot be denied that the Articles of the Church of England breathe more of the spirit of Augustine than of Jeremy Taylor; but it must be remembered that they date from an age in which Augustinianism was taken for granted by Protestants and Catholics alike, that they have no binding force on the laity, and that the obligations imposed by them on the clergy were deliberately relaxed a generation ago by the joint action of Church and State.

The Baptismal Service in our present Prayer Book stands in a curious position: whereas in the earliest times adult baptism was the rule and infant baptism the exception our Prayer Book reverses the position and applies to infants the language originally appropriate to adults with a sinless, or at least an unchristian, past behind them. At first sight its language seems to suggest that in fact baptism was thought necessary because of the guilt under which unbaptised infants lay; but as a matter of history it was the practice of infant baptism, adopted for other reasons, which encouraged the idea of original guilt.

The Ordinary Man's View.

The result is that some of the phrases in our present service undoubtedly seem to attach a "magical force" to the ceremony, and those who wish to attack the Sacraments on that ground would find more justification there than elsewhere for their charges. The new Prayer Book, among its other blessings, would have removed this stumbling block from the path of the faithful.

It cannot be claimed that Dr. Williams succeeds where so many before him have failed in reconciling human frailty with that firm belief in the Almighty Power and Goodness of God which we inherit from the Jews. The explanation which he offers is, as he himself says, "transcendental and incomprehensible."

The ordinary man will be satisfied to say that, while he cannot presume to judge of the reasons for which the world and man were made, it is abundantly plain that there could be no conceivable reason for creating men without freewill, and that freedom of the will is an absolute necessity for the possibility of sin, with all its disastrous consequences.

## COCKTAILS.

HOW TO MIX AND SWALLOW THEM.

[By A. PROFESSIONAL MIXER.]

WANTED:—An American barmaid to take charge of bar in first-class West-end hotel. An experienced American barmaid wanted for large West-end restaurant, must be a good cocktail mixer. Adverts. in London newspapers.

Shades of Broadway! In all my 25 years' experience I have never heard of an American barmaid, and I have worked the United States from New York to California. Women were not only not allowed behind the bars; they were not even supplied in the bars, but had to enter a room or lounge a little distance from the bar.

First-class bartenders received before the war from £30 to £40 a month, according to their abilities. They were real mixologists and two-handed shakers, that is to say, they could take one shaker in the right hand and another shaker in the left hand and shake vigorously. And they all used two-piece shakers, consisting of a heavy mixing-glass and metal shaker to cover it—not the simple shaker as used in nearly all the American bars of London to-day. These were made simply for private home use. Does a barber use a safety razor? No! Then why use a safety shaker in which, without actual measurement, it is impossible to guess the quantity of liquor.

And the prices of cocktails here in London surely knock you cold. I met a friend from the United States a few weeks ago, and after the usual greeting, he said, "How about a little drink?"

"Right," I said, "but none of your London cocktails for me." So he said, "I can take you to a place where we can get the finest gin and mixed vermouth in London."

He took me to a saloon off Holborn which was about ten minutes' walk from where we met. We were served by the proprietor himself, who handed us the wine glasses holding about 2oz. each, the gin bottle and two bottles of vermouth (French and Italian), and we fixed them ourselves, for which we were charged 1s. for each glass. Now compare this with some of the filthy concoctions which are called cocktails at leading hotels and restaurants, and never sold for less than 1s. 6d. or 2s.

Then again, why are cocktail parties so popular? And why are they held in private, and not in public rooms? I should say that the question practically answers itself. It is poor mixing, combined with over-charging. Cheap labour is and always will be bad labour. A first-class bartender mixes his drinks with as much care and precision as a chemist. The ingredients are not thrown together as is customary in most places to-day, with the result that it is practically impossible to repeat the same concoction.

The correct way to drink and appreciate a good cocktail is to consume it in either one or two sips, not to sip it, or draw it through a straw, as they do it in Paris.

"I cannot conceive anything more sickly than a half-warm cocktail. They seem to take a delight in serving cocktails in this style in most cabarets and dancing places. If you look around you will see half consumed drinks in cocktail glasses on most of the tables, and in an atmosphere like an oven. I maintain that in preparing a cocktail plenty of ice should be used in shaker or glass. A cocktail served at its best is quite mild and stimulating and should go down as smooth as silk."

£3,000,000 CLAIMS.

## GOVERNMENT URGED TO HELP IRISH LOYALISTS.

LONDON, July 21st. It was announced last night that at a meeting of the Irish Claims Compensation Association, held at Curzon Hall, Westminster, it was revealed that a committee had registered 2,000 claims from Irish loyalists for compensation, representing a total of £3,000,000. A resolution was proposed by Mr. O. Neville Clark, seconded by Lord Headley, and carried unanimously, "urging the Government to make an immediate payment of the remaining 40 per cent. (of the amount awarded) and protesting against the whitening-down of the Dundee report by depriving claimants within the Criminal Injury Acts of full compensation in their cases, in order to provide funds for the payment of compensation in the boycotting cases." It was urged that, as the cases ruled out on various grounds by the Grants Committee should be reconsidered.

## GLAND LIBEL ACTION.

COURT PILGRIMAGE TO  
REJUVENATED RAM.

CONSTANTINOPLE.

A libel action has been opened against the Constantinople newspaper *Alkham* by a Turkish doctor, Redjet Sabit Bey, for the statement that a rejuvenation operation performed by him on an aged ram was unsuccessful and ruined the animal. Yesterday a pilgrimage to the ram's quarters was made by the judge, accompanied by the court usher, the plaintiff, the principal of a veterinary college, and several university professors.

After the formal identification of the ram it was examined. A report was drawn up confirming the doctor's statement that the animal was in flourishing condition and that it showed no signs of inflammation. Doctor Sabit Bey is bent on clearing his name in court, because he has just imported a monkey from Dr. Voronoff's farm and is feeding it to the weight of 38lb. before performing a rejuvenation operation on two septuagenarian Turks.

## HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

AUGUST 14th, 1928.

B.K. Banks	.....\$1,230 nom.
Do., London	.....\$1,330 nom.
Chartered Bank	.....\$221 buy.
Maritime Bank, A.S.	.....\$235 nom.
Do., O.	.....\$214 nom.
P. & O. Bank	.....\$291 nom.
East Asia Bank	.....\$75 buy.
Caution Insurance	.....\$465 buy.
Union Insurance	.....\$355 buy, \$344 ss.
North China Ins.	.....\$146 buy.
Yangtze Insurance	.....\$350 nom.
China Underwriters	.....\$34 buy.
China Fire Insurance	.....\$245 buy.
Hong Kong Fire Ins.	.....\$750 buy.
Donghai	.....\$334 no.
H.K. Steamboats	.....\$47 buy.
H.K. Tugs	.....\$32 nom.
Indo-China (Prof.)	.....\$35 buy.
Do., (Def.)	.....\$70 nom.
Shanghai	.....\$107 nom.
Waterworks	.....\$204 buy, 204 sel.
Banque	.....\$32 buy.
Kaiming Mining	.....\$38 buy.
Langkate (combined)	.....\$11 sel.
Do., (angle)	.....\$11 sel.
Shanghai Explorations	.....\$245 nom.
Shanghai Loans	.....\$34 nom.
Railway	.....\$44 buy.
Tramways	.....\$136 ss.
H.K. & W. Docks	.....\$33 sel.
China Provident	.....\$410 buy, \$4 sel.
Hongkong	.....\$150 nom.
New Engineering	.....\$11.5 nom.
Shanghai Docks	.....\$11.100 nom.
Ewo Cottons	.....\$11.50 buy.
Oriental Cottons	.....\$11.50 buy.
Shanghai Cottons (old)	.....\$11.50 buy.
Do., (new)	.....\$11.50 buy.
H.K. Hotels	.....\$30 sel.
H.K. Lands	.....\$43 buy, 67 sel.
Shanghai Land	.....\$138 buy.
Humphreys Estates	.....\$1435 buy, 14 sel.
H.K. Realities	.....\$71 buy.
H.K. Tramways	.....\$24.90 buy.
Peak Tram (old)	.....\$13 buy.
Do., (new)	.....\$3 sel.
Star Ferries	.....\$44 buy.
China Lights (old)	.....\$11.50 buy, 11.90 ss.
Do., (new)	.....\$11.50 buy.
Do., (1928 issue)	.....\$11.50 buy.
H.K. Electric (old)	.....\$404 buy, 51 ss.
Do., (new)	.....\$404 buy, 51 ss.
Macao Electric	.....\$362 buy.
Telephones	.....\$320 buy, 32 ss.
China Buses	.....\$11 buy.
Singapore Tractors	.....\$10.8 buy.
Do., (Prof.)	.....\$17.6 buy.
China Sugars	.....\$2 sel.
Malayan Sugars	.....\$24 sel.
Canton Ice	.....\$3.70 sel.
Cement (combined)	.....\$9.40 sel.
Do., (old)	.....\$3 sel.
Do., (new)	.....\$11 sel.
H.K. Ropes (old)	.....\$3.50 nom.
Do., (new)	.....\$3.50 nom.
United Asbestos	.....\$5 sel.
Dairy Farms	.....\$21.40 buy.
Watsons	.....\$144 buy.
Der A. Wings	.....\$0.50 nom.
Lena Crawford	.....\$2 sel.
Macintosh	.....\$10 nom.
Sincere	.....\$91 buy.
Wm. Powells	.....\$2.10 buy.
H.K. Amusements	.....\$262 buy.
H.K. Constructions	.....\$1.40 nom.
H.K. Govt. Loans	.....6% prem. buy.
buy—buyers; sel.—sellers; ss.—sales nom.—nominal.	

## EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUPEY, August 13th.

Paris	.....194.95
Brussels	.....34.90
Amsterdam	.....12.101
Berlin	.....20.39
Copenhagen	.....18.19
Vienna	.....24.405
Helsingfors	.....183
Lisbon	.....21
Bucharest	.....787
Buenos Aires	.....47.7/18
Shanghai	.....2/71
Yokohama	.....1/10.9/32
New York	.....4.85.13/32
Geneva	.....25.22
Milan	.....22.80
Stockholm	.....18.13
Oslo	.....18.19
Prague	.....1634
Madrid	.....23.085
Athens	.....275
Rio	.....6.29/32
Bombay	.....1/5.5/16
Hong Kong	.....2/04
Silver, spot & forward	.....572



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### DEAD SEA RICHES.

WHO WILL GET THE CONCESSION?

RIVAL INTERESTS IN THE FIELD.

Apart from one or two debates in the House of Lords and sporadic questions in the House of Commons, singularly little attention has been drawn to the far-reaching issues raised by the grant of a concession for the exploitation of the chemical deposits in the Dead Sea.

From every angle the projects which the Colonial Office has for years past been considering involve questions of the highest public interest. First and foremost, there presents itself the possibility of a vast addition to the world's supply of certain chemical products, notably potash, necessary for agriculture throughout the world and at present controlled almost exclusively by German and Alsatian groups working in co-operation. Secondly, there are issues arising out of the special position of Palestine and Transjordan (between which the Dead Sea lies as Mandate areas over which the League of Nations holds some ultimate responsibility.

Thirdly, there are the rival interests of Jews and Arabs in these countries, a factor of particular importance in view of the official announcement made more than once in both Houses of Parliament that it has been provisionally decided to grant the concession to a group in which the chief figure is a leading member of the Zionist organisation in Palestine. In that connection special interest attaches to the dual position of Lord Melchett (Sir Alfred Mond) as a treasurer of the Zionist organisation and chairman of Imperial Chemical Industries, which could not fail to be directly concerned in the prospect of a vast addition to the world's chemical resources. Finally, to the ordinary man there cannot but be a certain fascination in projects for the exploitation of an area so intimately familiar through Biblical narratives.

#### The Main Issues.

At attempt to express in even the most approximate figures the value of the Dead Sea salts is largely futile. No serious investigations could be undertaken till Allenby brought Palestine under the British flag, for under Turkish rule any commercial enterprise in that region was sternly discouraged. What is known definitely is that the salt in the Jordan has been washing down for centuries into a lake whose waters have no outlet except by evaporation, have remained in rich deposits which can certainly be extracted and marketed on a profitable commercial basis. The principal substances are potash, magnesium, and bromine, and on these by far the most important is potash, an indispensable fertiliser, of which the world's existing supplies are unequal to the world's existing needs. Consumption, at any rate, would certainly increase substantially if the price were brought down by an increase of the world's supply, unless—and in that connection serious concern was expressed in one of the House of Lords debates—the Dead Sea potash, when once the enterprise for extracting it takes shape, should be some understanding of the cartel type be worked in such relationship with existing concerns in Germany as to maintain prices artificially at their present level.

These broader issues are intrinsically more important than the immediate question of who is to get the actual concession and on what terms. Clearly there will have to be a heavy royalty to the Palestine and Transjordanian Government, while, if the project develops in accordance with reasonable expectations, will thus have at command a revenue comparable to that which Chili has long enjoyed from the taxes on her nitrate.

#### Three Groups in The Field.

The story of the applications from would-be concessionaires and their handling by the Colonial Office is long and at some points controversial. Certain of the applicants, at one time rivals, have joined forces, and there appear to be now in the field only three groups—one comprising a partnership between Mr. Moses Novomeysky, a Russian Jew now domiciled in Palestine, and Major Tulloch; the second in which Lord Inverforth is understood to figure largely, represented by a well-known firm of chartered accountants; and the third mentioned in the House of Lords as consisting of Mr. Maitland Edwards and Major Henry.

This latter group claims to have acquired a valid pre-war Turkish Concession and is understood to have parted with much of its interest to a French syndicate, a fact which might enable the question to be raised internationally if the Colonial Office declared against this claim and awarded the Concession elsewhere. That, indeed, is precisely what the Colonial Office

(Continued on next column.)

### CLINIC CURE FOR NAUGHTINESS.

HOW THE PSYCHIATRIST WORKS.

SCHOOL AND HOME CHANGES.

A LONDON, SCHEME.

In view of the Child Guidance Clinic which the L.C.C. proposes to establish, three organisers of children's care work are going for a year for special training at the New York School of Social Work. Another organiser is to have three or four months' training in practical work at a child guidance clinic in America.

These clinics aim at discovering the causes which influence the persistently troublesome or delinquent child, whether at home or at school, and finding remedies for them.

The work at a clinic is carried on in this way: The case having been accepted for study by the Chief of Social Service, the parent is called up and is interviewed by an investigator of social conditions, who is called a "psychiatric social worker." She finds out the family history and studies closely the personality of the people with whom the child comes in contact, and considers their effect upon him. She visits the home and sees as many other members of the family as possible. She interviews the school teacher and obtains the Juvenile Court record if there is one.

#### Achievement Test.

About three weeks are given to these inquiries, then a day and a half are spent in examining the child. He is given an "achievement test," which is designed to show if he is in the right class at school; psychological tests are set, and every other possible point revealed in an interview with the psychiatrist.

Next a staff conference is held at which the clinic officers who have seen the child, students, the school teacher, and any other interested person may be present. This conference is regarded as a valuable means of training the social workers in the principles of child guidance, for not only is the accumulated evidence concerning the child considered, but comments are made upon it by the director, and a plan of treatment drawn up. The carrying out of the treatment is largely in the hands of the psychiatric worker, who explains the situation to the family and suggests changes in attitude and treatment. She keeps in touch with the child also, and tries to make him understand the causes of his own failure and they way to co-operate in effecting an improvement.

The treatment sometimes includes a change of school and occasionally a change of home, adequate recreation is arranged, and sometimes a visit to a summer camp.

has done, that Mr. Novomeysky and Major Tulloch are the favoured claimants, provided they can give certain guarantees as to their ability to carry through the project. It appears to be on this point, that the actual grant of the Concession is hanging fire.

#### World Price Of Potash.

The first tenders were called for as long ago as 1925, but none presented in that year was found satisfactory. Amended tenders were received in 1926, and somewhere about April 1927 the Colonial Office decided in favour of the Novomeysky-Tulloch application. The grant, however, has apparently still not been made definitive, and the rival claimants are still pressing their interests in different ways, partly through friends in both Houses of Parliament, a heavy fire having been directed, in the Lords especially, against the Government the last time the question was debated.

But what matters to the world is not who gets the concession, but whether, as a result of the grant of it to one applicant or another, agriculture gets the potash and gets it at a figure below the world-price now prevailing. Before that can happen several problems will have to be solved, notably that of labour and transport. The Dead Sea is less than fifty miles from the Mediterranean, but it lies 1,300 feet below the sea-board and railway construction over singularly difficult country will be needed. Labour, moreover, will present serious difficulties, not only because no adequate supply exists in the neighbourhood, but because the whole district is malarial, and unless that scourge can be overcome, the workmen will have to be moved from the valley to the hills each night.

But such problems will, no doubt, be conquered, and there seems every prospect that before many years have passed an area barren and desolate throughout human history will be the centre of an industrial enterprise of world-wide importance. *—London Observer.*

### NO WATER FOR 60 HOURS.

ENGLISH TOWN'S DISTRESS.

MEN GO UNWASHED TO OFFICES.

LONDON, Saturday, July 31st. Although the burst 42-inch water main at Hampton Wick waterworks was reported to have been repaired on Thursday night, many people in the Anerley and Penge districts of South London were still without water last night.

It was then two and a half days since the water supply was cut off in these highly populated districts, and residents complained bitterly of the discomfort which they were undergoing.

Not only had they no water for drinking and cleaning purposes, but the breakdown also caused many other inconveniences. Many men went to the City yesterday morning unwashed.

Throughout the day a stream of men, women, and children went to the dye works of Messrs. John Hood, in Ravenscroft-road, Anerley, where a good supply was available from an artesian well.

People in motor-cars took jugs of water away with them, while other people loaded buckets and cans on wheel barrows. Many people filled kettles, pails, china hand-bowls and tin baths.

#### Shaved In Egg Water.

A woman, living in Chesham-crescent, Anerley, told a *Daily Mail* reporter that while she had had no water since Wednesday morning a neighbour two doors away had hardly had her water supply interrupted at all. "My husband went to work unwashed this morning," she added, "and yesterday he shaved himself in water in which I had boiled eggs."

One question people asked was, why water from other districts had not been made available for their use.

#### Fire Hydrants Unscrewed.

Some people yesterday unscrewed fire hydrants in the Beckenham area and obtained a quantity of water. They were, however, unable to screw the caps on again, and much water was wasted in the road. Over a large part of the area the supply was restored yesterday morning. One Penge man knew of it when a cistern overflowed through his bedroom ceiling.

### HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN SUPER-INTENDENT OF POLICE.]

#### Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held on Tuesdays, August 14th and August 21st at 6 p.m. sharp. All members of the Chinese and Indian Companies, and of the Flying Squad who have not yet passed Part II. of Training Course must attend.

#### Squad Drill.

All recruits of the Chinese and Indian Companies, and of the Flying Squad will parade at Central Police Station on Thursday, August 16th, at 5.30 p.m. sharp for Squad Drill under Sergt. Condon. Dress: Muffi.

#### Chinese Company.

All advanced men of the Chinese Company will attend at the Central Police Station on Thursday, August 16th, at 5.30 p.m. sharp for Rifle Exercises, Extended Order and Baton Drill under Sergt. Condon. Dress: Muffi, rifle belts, side arms and truncheon to be carried.

#### Indian Company.

The Hon. Captain Superintendent of Police has approved of the following promotions in the Indian Company (on probation) with effect from August 10th:—

Crown Sergeant R212 Badan Singh to be Sub-Inspector vice S.I. Khawas Khan resigned.

Lance-Sergeant R217 Feroz Ali to be Crown Sergeant.

Constable R202 Mohamed Abdulah to be Lance-Sergeant.

#### Flying Squad.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, August 14th. Fall in at the Tsimtsatui Fire Brigade Station at 7.30 p.m. sharp. Dress: Khaki uniform.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, August 16th. Fall in at the Central Police Station at 5.15 p.m. sharp. Dress: Khaki uniform.

#### Sharpshooters' Company.

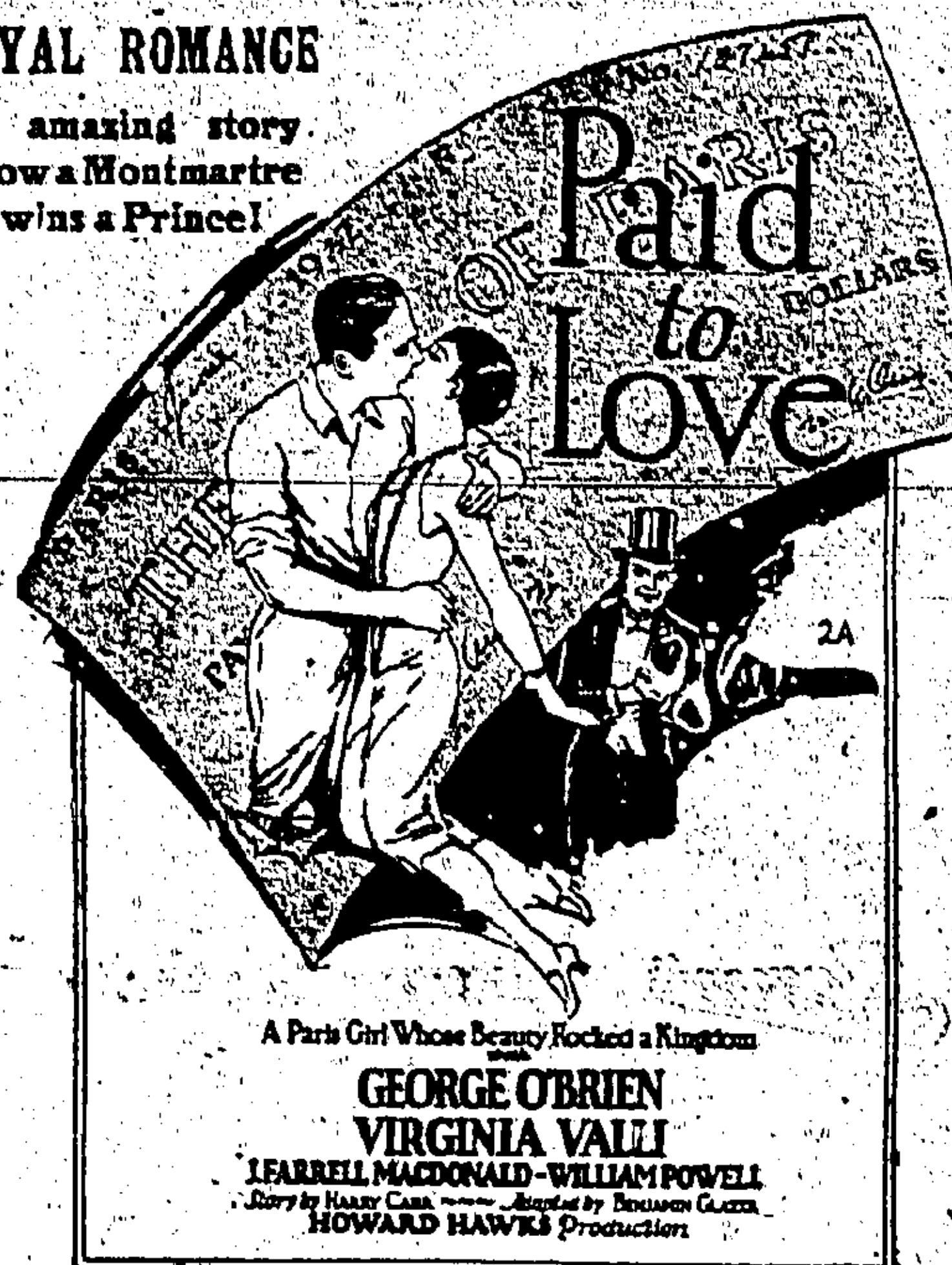
The regular monthly revolver practice will take place on Kennedy Road Range on Sunday, August 26th, at 10 a.m. Members will assemble on the range with belts, holsters and revolvers. Uniform optional.

(Sgd.) W. KERR, A.S.P., Adjutant.

Hong Kong, August 14th, 1928.

### ROYAL ROMANCE

The amazing story of how a Montmartre girl wins a Prince!



AT THE

**QUEEN'S**

FINAL SHOWINGS TO-DAY

At 2.30, 5.10, 7.15 & 9.20.

Load laughs run riot in this amusing picture of a modern young Miss and her adventures of the heart!



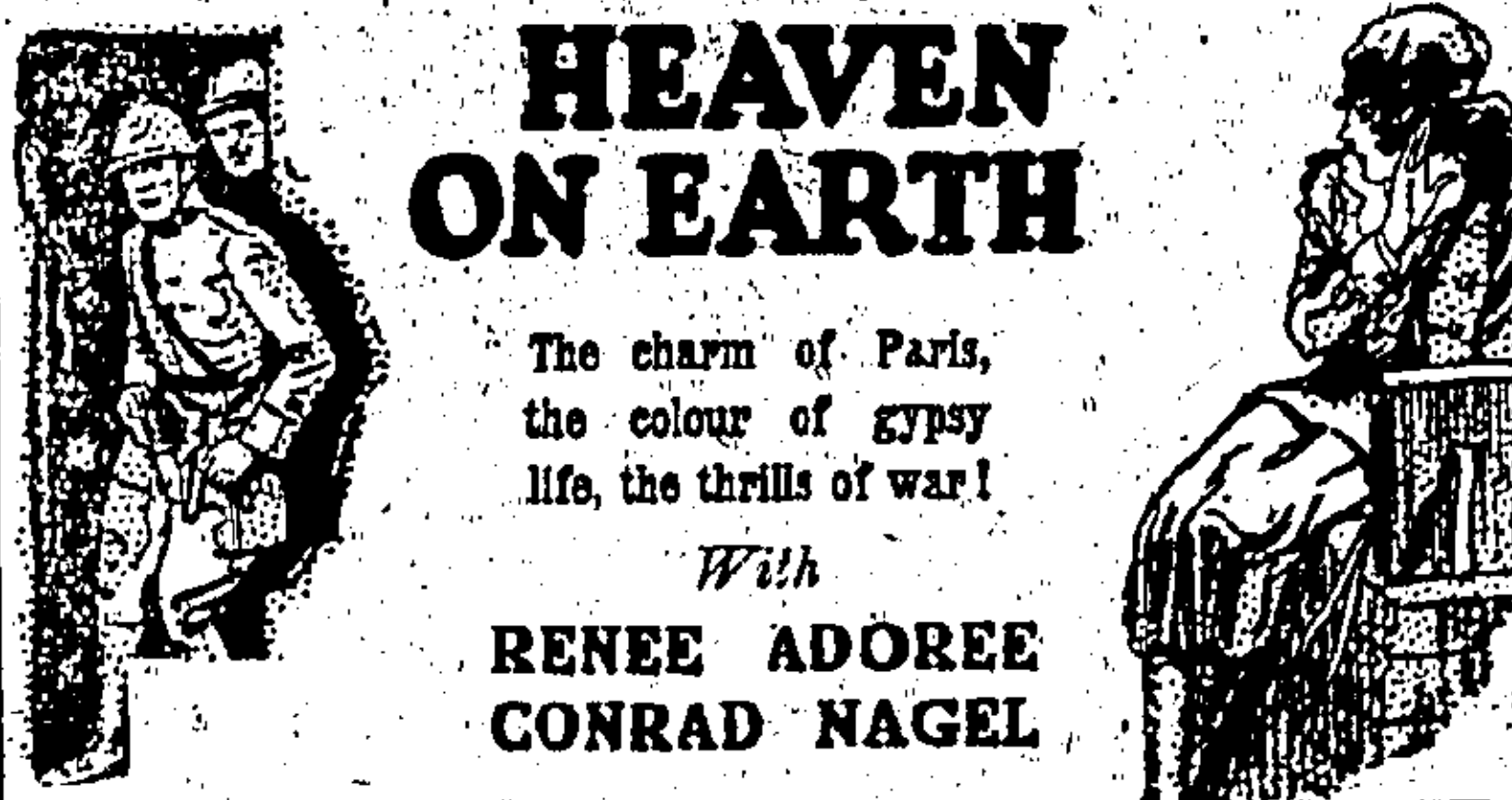
AT THE

**WORLD**

FINAL SHOWINGS TO-DAY

Orchestra Interpreter  
5.15 & 9.20 2.30 & 7.15.

THE star of "The Big Parade" in another thrilling story of love and battle!



AT THE

**STAR**

FINAL SHOWINGS TO-DAY

Continuous 2.30 to 11.15.

### THE NAVY'S CHOICE

**Coates' ORIGINAL**

**PLYMOUTH GIN**

OBTAINABLE EVERYWHERE.

### COUNTRY HOUSE ART GALLERY.

MAGNIFICENT ROOMS.

OPEN TO PUBLIC FOR ALL TIME.

LONDON, July 18th.

Ken Wood House—the dignified old mansion at Hampstead, N.W., which, with its collection of pictures by great masters, was left to the nation by the late Lord Iveagh—was yesterday the scene of an historic little ceremony.

In the presence of about 200 people the present Lord Iveagh, with a few graceful words, placed the London County Council in possession for the enjoyment of the public of the 74 acres of park and grounds amid the green beauty of which the house stands.

Lord Haddo, chairman of the Parks and Open Spaces Committee of the council, in expressing the thanks of that body, mentioned the fact that the council would now be responsible for the largest open space in London, for Ken Wood is 3 acres larger in extent than Kensington Gardens, Hyde Park, St. James's Park, and Green Park put together.

Mr. Walter Guinness, brother of Lord Iveagh, said:—

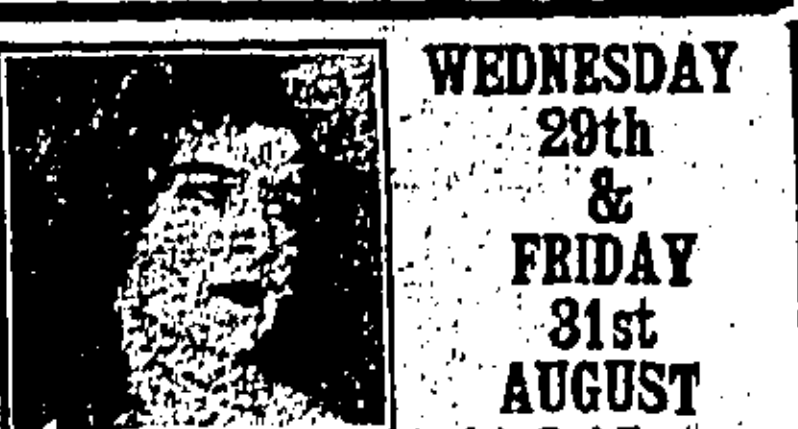
When my father decided that it should be saved much of it was already pegged out for building plots. That it was saved was due to the public spirit of Lord Mansfield, who preferred to sell to my father and forwent the prospect of a greater sum which might have been obtained by piecemeal development.

Lord Haddo told a *Daily Mail* reporter that the cost to the London County Council of looking after London's new open space would be £700 to £800 a year. London's new art gallery will be kept up by the trustees of the late Lord Iveagh's estate.

The floors of the noble rooms in which the 63 famous pictures of the Iveagh Collection (worth over £800,000) are hung are still covered with costly carpets.

Mr. C. A. Bland, a trustee, told a *Daily Mail* reporter that most of these would shortly be removed—as much for the convenience of visitors as for the sake of preserving them.

The magnificent Adam's room and others which have been left furnished exactly as used by the late Lord Iveagh will remain untouched—and as the works of art that they are—will always be open for public inspection.



WEDNESDAY  
29th  
&  
FRIDAY  
31st  
AUGUST  
At 9.15 p.m.

**THEATRE ROYAL**

**CECILIA HANSEN**

THE WORLD'S GREATEST WOMAN VIOLINIST

TWO VIOLIN RECITALS AT THE PIANO

**BORIS ZAHKAROFF**

PRICES:—\$4, 3 & 2.

BOOKING AT MOUTRIE'S.

DIRECTION:—A. STROK.

### QUEEN'S THEATRE

Additional Attraction

Nightly at 8.20

FOR ONE WEEK ONLY

COMMENCING

SUNDAY, AUGUST 19th

RETURN ENGAGEMENT

OF

**FAMOUS JUVENILE DANCERS**

MISS

**CHERIE VALENTINE**

AND

MISS

**TOMASITA BIRDWELL**

in a series of

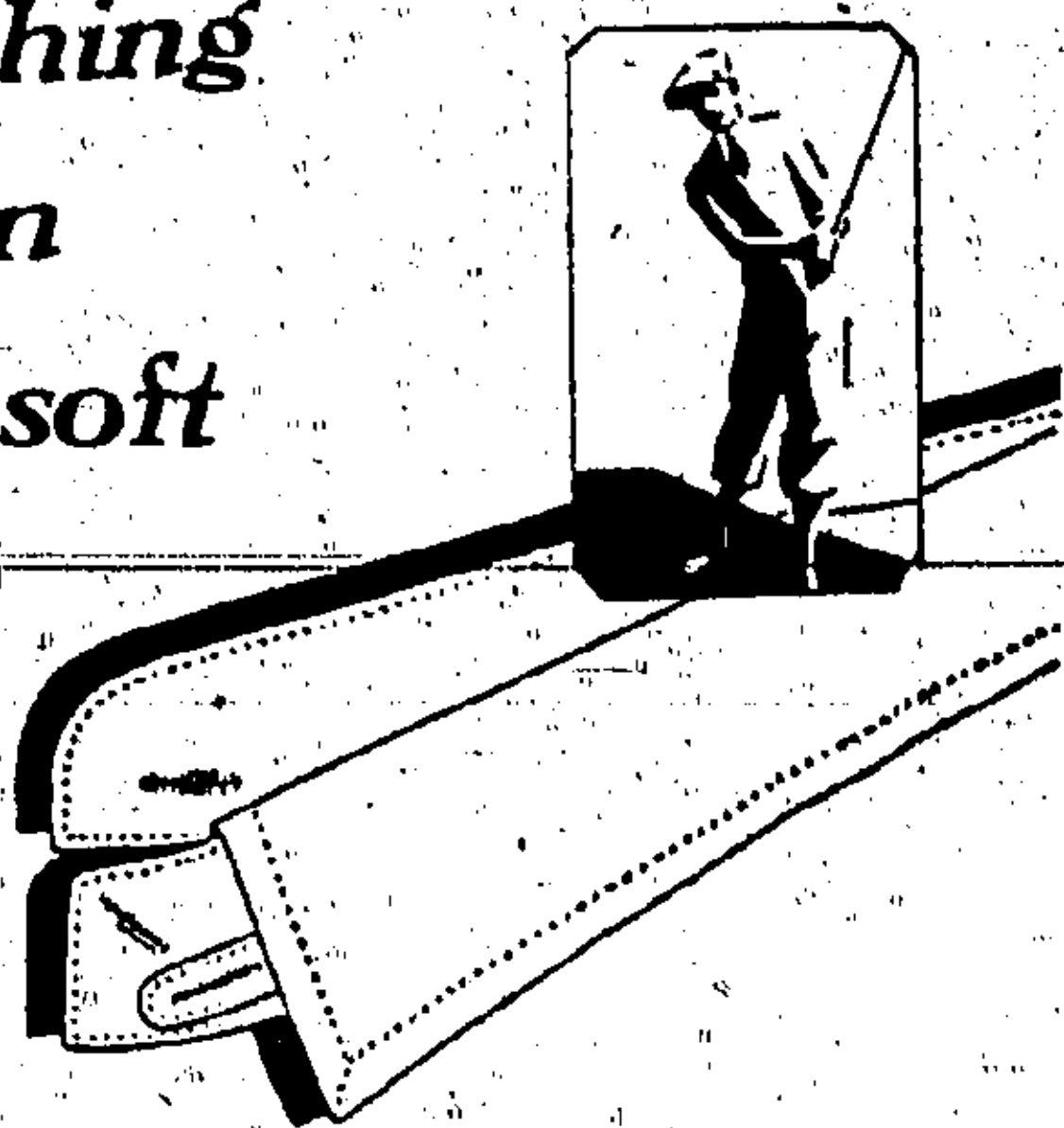
**MODERN AND ECCENTRIC DANCES**

Usual Prices—Advance Booking

Now Open at Queen's.



Something  
new in  
white soft  
collars



The NEW

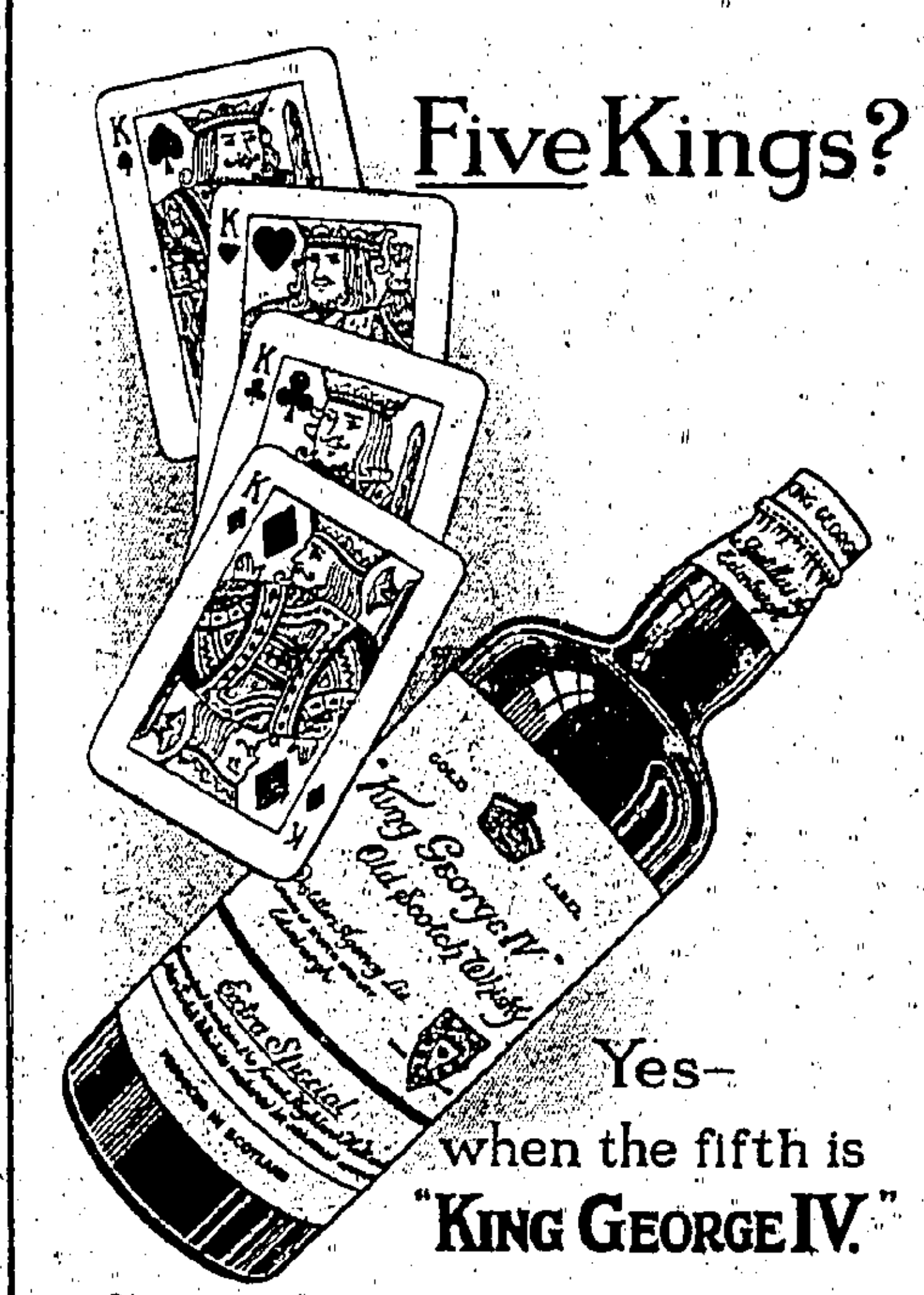
SHAPE 64

made in three different  
cloths and all in quarter  
sizes.

These new Summit Soft Collars  
are neater and smarter than the  
usual soft collar.

They have twin tabs, flexible  
stiffeners and a button under  
the fold—the modern way of  
making a soft collar look  
smart and stay smart.

**Mackintosh**  
MEN'S WEAR SPECIALISTS  
ALEXANDRA BUILDING.  
DES VOEUX ROAD



Five Kings?

Yes—  
when the fifth is  
"KING GEORGE IV."

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TEL. C. No. 133. HONG KONG.

## WHITEAWAYS

"BLUE TICKET" BARGAINS

ALL THIS WEEK

SOME WONDERFUL BARGAINS IN DRESS  
FABRICS GIVEN BELOW

2,000 YARDS OF Dainty Voiles  
BEAUTIFUL COLOURING \$1.50 YARD

2,000 YARDS OF PLAIN COLOURED VOILES  
PLAIN BLACK, BLUE, GREY, BROWN, GREEN 50 Cts. YARD

1,000 YARDS STRIPED POPLIN VERY USEFUL  
FOR DRESSES, PYJAMAS, ETC. \$1.00 YARD

1,000 YARDS CHECKED GINGHAMS  
FOR A USEFUL WASH FROCK 50 Cts. YARD

1,000 YARDS LINEN DRESS FABRIC  
STRONG WEAVING & WASHES BEAUTIFULLY \$1.00 YARD

2,000 YARDS STRIPED ZEPHYR SHIRTING  
MATERIAL, NEAT STRIPES FAST COLOURS 50 Cts. YARD

NUMEROUS OTHER BARGAINS  
DO NOT FAIL TO PAY US A VISIT.

**WHITEAWAYS GREAT SALE**

### MAGIC ARTS IN YUNNAN.

WOMEN ACCUSED OF THE  
FIVE EVILS.

A MAGISTRATE WHO DIS-  
REGARDED SORCERY.

The following remarkable docu-  
ment was published by the  
*North China Daily News* having  
been sent by a correspondent,  
who claims to have seen the  
original.

"A proclamation by the Public  
Court of Yungpinghsien.—A trans-  
cription of an order, a proclama-  
tion of a law case in obedience to  
order No. 802 issued by the Higher  
Court of Yunnan as general  
instructions to be observed in the  
transaction of business:—

"It has come to our knowledge  
that many women of the Bamboo  
Garden (Chu Yuan) district in the  
Mile County practice the art of  
bury the spirit, also known by the  
name of the Five Evils, and that  
for many years now very many  
people of the place have suffered  
harm, which, becoming known, the  
local magistrate was informed of  
them. Although the local judge  
truly knew the facts, yet for some  
reason, it came about that the  
workers of these arts felt no fear  
and the practice spread far and  
wide and the evils became more and  
more deep.

"Recently, the son of a certain  
Wang was afflicted with the virus  
and has been bed-ridden with the  
disease for several months. Medi-  
cines were of no avail. The As-  
sistant Magistrate of the said dis-  
trict, when informed of the case,  
again and again failed to make a  
proper examination according to  
the law and decide it, so that the  
case was hung up as though it was  
a matter of little importance.

Straight Poison Or Magic?

"We have examined this matter  
of the making of the insects poison  
for killing and hurting people and  
find that it is prevalent not only  
in the one county of Mile, but that  
it has appeared often in other and  
far-away parts. As to the method  
of the practice of this magic art,  
sometimes it is in a visible form  
(i.e., actual poisoning), sometimes  
in an invisible form (i.e., magic),  
but when, after a searching in-  
vestigation, it is possible to find  
that the injured has been really  
secretly poisoned and that there are  
undoubted proofs against the ac-  
cused, then it will be necessary,  
to differentiate between the cases of  
poison that have been effective and  
those that have not, and sentence  
be passed according to the tempo-  
rary Criminal Code from these  
clauses that deal with the crime of  
killing and wounding. Now, the  
law of the Criminal Code as to the  
crime of wounding or killing the  
person really does not ask how it  
was done, and, therefore, why  
should it be said that, as there is  
no special clause dealing with such,  
the case cannot be attended to?

The Two Witches

"Further, according to a judg-  
ment already given in the eighth  
month of the twelfth year of the  
Republic, by a Higher Court of  
equal standing in Chingtungshien,  
in the trial of Mrs. Lin Liu and  
Mrs. Huang Lin and others, who  
were charged with causing the  
death of Huang Hsiao San and  
others by means of the reptile  
poison, the said two women suffered  
the direct punishment of death.  
As a result of the heaviest and most  
rigorous punishment in this case,  
the pernicious evil was stopped and  
peace came to the good people.

"Now, the assistant magistrate  
of the Bamboo Garden (Chu Yuan)  
district, in the case brought before  
him of an act of sorcery, failed in  
using stern measures and in ap-  
prehending those accused, and,  
moreover, being remiss in his in-  
vestigation and in passing judg-  
ment, he therefore failed in his  
duty of protecting the people and  
in carrying out the important aim  
of the law. So we, besides order-  
ing an investigation and dis-  
crimination according to the law  
and action thereon, feel it our  
duty to issue a general order ex-  
pecting the said magistrate forth-  
with to act according to it and  
examine into the matter in each of  
the said districts. If there are  
persons who manufacture the re-  
ptile poison, he should without de-  
lay, sternly apprehend and severe-  
ly punish and judge them accord-  
ing to law, without the least  
tolerance. He will neglect this at  
his peril. This is urgent. Also he  
must command the neighbour-  
hoods under his jurisdiction and  
issue a proclamation that all with-  
out exception, must observe and  
obey the instructions in this order  
and so on.

(Signed) The District Magistrate,  
Tsai Hsueh Yu. "The eighth moon  
of the fourteen year of the  
Republic.

What Is Reptile Poison?

Translator's Note on "Reptile  
Poison."—As many poisonous in-  
sects and reptiles, like toads, scor-  
pions, worms, etc., as can be got  
are put together in a pot, and left  
to rot. The survivor becomes the  
"reptile poison," endowed  
with various magic powers.

### "PAID TO LOVE."

ROMANTIC PICTURE AND  
LOVELY HEROINE.

SHOWING TO-DAY AT THE  
QUEEN'S.

GEORGE O'BRIEN AND  
VIRGINIA VALLI.

[BY OUR FILM CRITIC]

"Paid to Love" is a very satis-  
factory picture, on the well-known  
lines made popular by Anthony  
Hope and musical comedy. The  
scene is the imaginary, kingdom  
of San Sebastiano, and the pro-  
tagonists are a prince who is too  
interested in motors to look at  
women, an astute American finan-  
cier, and a lovely and virtuous  
apache dancer. The old King is  
trying to negotiate a loan with the  
American, who, however, refuses  
because he says an unpopular  
prince is a bad security, and a  
prince who won't look at women  
cannot be popular. He proposes  
hiring a Parisienne to awaken the  
prince to an appreciation of what  
he owes to his people and the two  
elderly gentlemen go off to Paris  
in search of a suitable Delilah.  
They find Virginia Valli dancing in  
a show apache cabaret and engage  
her. Lovers of romance need not  
be told that the prince and the  
dancer meet and love each other  
before discovering each other's  
identity, and that the problem is  
solved in a proper "romantic"  
manner.

Beautifully Staged.

The whole picture is beautifully  
staged, there is no scene which is  
not interesting. The throne room  
in the San Sebastiano palace is said  
to be the most magnificent ever  
built for the films, but it is even  
better than that because it is lovely  
and credible, and used as a back  
ground instead of as a sensation.

The Prince is played by George  
O'Brien, who gave such a remark-  
able performance as the man in  
"Sunrise." He shows himself to  
be an actor of unusual talent since  
his Prince Michael bears no trace  
at all of Suderman's tragic hero.  
He is the handsome rather dreamy  
Prince who makes love like a gen-  
tleman and has a ready, natural  
smile. As the heroine Virginia  
Valli is charming, and looks very  
lovely except in the scene in which  
for some reason she freezes her  
hair. She does the famous Apache  
dance of death as it should be done,  
with intense emotion and simplicity,  
and acts throughout with intelli-  
gence.

The American is played by J.  
Farrell MacDonald, who at times  
has a curious resemblance to a  
well known local figure, and man-  
ages to be very amusing in a quiet  
way.

You will enjoy "Paid to Love"  
and quite possibly go to see it  
twice. It is well made, light and  
interesting as to plot, besides being  
very well acted by the two leading  
players.

THE JUVENILE DANCERS.

RETURN ENGAGEMENT.

The clever juvenile eccentric  
dancers, Miss Cherie Valentine and  
Miss Tomasita Birdwell, who so  
much pleased the Queen's audiences,  
six weeks ago, are to reappear at  
the Queen's for a whole week com-  
mencing Sunday next at the 9.25  
performance.

These extremely talented young  
artists, aged nineteen and sixteen  
respectively, have an enviable re-  
cord, having appeared in most of  
the leading theatres of England,  
America and the Continent. They  
have also been accorded the special  
honour of appearing before H.M.  
the King of Spain. Among their  
other notable engagements are  
their appearance at the Motion  
Picture exposition of 1925, and as  
leading members of the ballets in  
"The Merry Widow" and "The  
Thief of Bagdad." From Manila,  
where they have just completed a  
successful season of six weeks,  
comes the news that their appear-  
ance there was one of the outstand-  
ing theatrical events of the year,  
and only their other engagements  
prevented them from extending  
their stay.

In addition to many new items,  
the Hong Kong programme will  
include one or two of the best  
numbers presented here before, in-  
cluding "The Black Bottom" at  
which sixteen-year old Tomasita is  
singularly adept, and "The Peacock  
Dance" by Miss Valentine. Ad-  
vance booking is now open at the  
Queen's Theatre. There will be  
no increase in prices.

The usual cinema performance  
will follow the dancing turn each  
night.

### JUDGE AND MR. BOTTOMLEY.

JURY DISAGREE IN LIBEL  
CASE.

REMINDER OF PLAINTIFF'S  
RECORD.

MR. BOTTOMLEY'S ADDRESS.

"The result of this case is as  
precious to me as my life, and I  
should be a hypocrite and a  
coward if I didn't express my deep  
regret that throughout this case I  
have had no assistance from my  
lord. Such assistance as I have  
had from my lord has been unin-  
terruptedly for the defendants."

This observation was made by  
Mr. Horatio Bottomley in address-  
ing the jury in his libel action  
against Messrs. Hurst and Black-  
kett, publishers, and Mr. Henry  
James Houston, formerly in his  
employ.

Mr. Bottomley alleged that he  
had been accused of blackmail in a  
book, "The Real Horatio Bot-  
tomley," written by Mr. Houston,  
and published by Messrs. Hurst  
and Blackkett. The defence was a  
plea of justification, coupled with  
the contention that Mr. Bottomley  
had signed a document indemnify-  
ing Mr. Houston against libel.

Mr. Bottomley also referred to  
his examination by Mr. Justice  
Horridge.

"That examination," he said,  
"was a hostile examination by the  
judge in favour of the other side. It  
is a horrible embarrassment and  
handicap to a layman, and your  
lordship will forgive me when I  
say that this case means more to  
me than I can express in words."

"How can I look a man in the  
face, how can I hope to rehabilitate  
my position if you members of the  
jury should say that not only did I  
commit the offences for which I  
went to prison, but that I am  
guilty of one of the most odious  
crimes known to the law?"

The hearing was adjourned.

Judge's Summing Up.

"Don't hesitate to do your duty.  
If you come to the conclusion that  
the defendants have justified the  
libel it is your duty—your public  
duty—to say that Mr. Bottomley  
was a blackmailer."

This observation was made by  
Mr. Justice Horridge in his sum-  
ming-up in the libel action brought  
by Mr. Horatio Bottomley against  
Messrs. Hurst and Blackkett, pub-  
lishers, and Mr. Henry James  
Houston, who was formerly in his  
employ.

Mr. Justice Horridge said Mr.  
Bottomley's case had not suffered  
from the fact that he had con-  
ducted it himself.

"Mr. Bottomley has addressed  
you with great eloquence," he ad-  
ded, "upon misery to himself and  
the injury caused to his feelings by  
the libel. Those matters have got  
nothing whatever to do with the  
question of liability in this case.  
If you are satisfied that he is en-  
titled to a verdict they may have  
a very considerable effect on the  
damages. Banish them from your  
mind when dealing with the ques-  
tion whether or not he is entitled  
to your verdict."

Judge And Blackmail.

Referring to the definition of  
blackmail, Mr. Justice Horridge  
observed: "If by threats money is  
extorted you may well think it is  
blackmail."

The first instance which the de-  
fendants gave in their justification  
was that of a man called Beston.  
In *John Bull* Mr. Bottomley had  
attacked Beston as "This Protean  
Rascal." Mr. Bottomley had ad-  
mitted that he went to Birmingham  
and that Beston was called to the  
Queen's Hotel to have an inter-  
view.

Why had he called Beston to have  
the interview? Was it out of  
philanthropic motives—to discuss  
with him matters in connection  
with the complaints Mr. Bottom-  
ley had received about him?

Mr. Houston had said that Mr.  
Bottomley went there for the pur-  
pose of "touching" Beston and  
that there were 20 interviews. Mr.  
Bottomley said that he could only  
recollect one single interview.

In dealing with the question of  
whether Mr. Houston or Mr. Bot-  
tomley was to be believed the jury  
were entitled to consider the fact  
that though Mr. Bottomley had  
ceased to be a convict in the  
technical sense, he had been con-  
victed of misappropriating  
£150,000. He was also a man who  
had been found guilty by three  
judges of trying by threats to pre-  
vent people from exercising their  
proper rights and so interfering  
with the course of justice.

The defendants' case was that  
Mr. Bottomley had been paid  
£3,450 by Harrods, Lyons, and  
the International Correspondence  
Schools, all of whom had been  
abused in *John Bull*.

With regard to the Harrods mat-  
ter, Sir Woodman Guthridge or Mr.  
Cochran could have been sub-  
poenaed. If the transaction was a  
perfectly honest one, why were  
they not subpoenaed? If, on the  
other hand, it was a transaction  
which Sir Woodman would rather  
forget he would naturally be re-  
luctant to come to the court.

(Continued on next column)

## KAIPING COAL

FOR ALL PURPOSES



HOME,  
FACTORY  
AND  
BUNKERS

POWER  
HOUSE,  
TUGS &  
LOCOS

THE KAILAN MINING ADMINISTRATION,  
Head Office:—TIENTSIN.

DODWELL & CO., LTD., Agents, Hong Kong.

### LIFE-SAVING INSTITUTION.

SIX MORE SUCCESSES FROM  
THE S.C.A.A.

The South China Athletic Associa-  
tion presented the remainder of  
their Life Saving class for examina-  
tion under the rules of the Royal  
Life Saving Society of Great  
Britain on Sunday evening. The  
following six candidates were re-  
commended for the Proficiency  
Certificate:—Ho Yun Kwong, Li  
Shiu Lun, Kwok Man Hi, Wong  
Ki Chau, Li Kwong Kwan, and  
Yeung Yuen Wah. Of these six,  
four were also recommended for the  
Bronze Medallion, namely:—Yeung  
Yuen Wah, Wong Ki Chau, Li  
Kwong Kwan, and Ho Yun Kwong.  
Easily the best pair were Yeung  
Yuen Wah and Wong Ki Chau, who  
attained a very high standard of  
excellence.

The examination was followed by  
a most enjoyable informal dinner,  
at which the twenty two recommen-  
ded candidates, entertained their in-  
structor, Sergt. F. J. Tams, Mr.  
Stokes, and the examiner, Mr. F.  
K. M. Ewart. The Chairman of  
the S.C.A.A., Mr. O. W. Luke, was  
present and made a very happy  
short speech.

A demonstration of Life Saving  
by men of the 12th Heavy Battery,  
R.A., will be given at North Point  
for the benefit of the South China  
Athletic Association and Chinese  
Bathing Club Members next Sun-  
day, in order that the classes being  
trained may see the various move-  
ments performed as they should be  
done.

### SAIGON RICE MARKET.

WEAK TENDENCY: SMALL  
DEMAND.

The Compagnie de Commerce &  
de Navigation d'Extrême-Orient in  
their report dated Saigon, August  
9th, state:—Paddy market is easier  
but supplies are very small. Stock-  
holders in the interior continue to  
hold their stocks for higher prices  
and rates, in consequence are  
above equivalent of rice prices.

The rice market is a shade  
easier, owing to the demand being  
practically nil. Tendency is weak  
but we expect better prices in the  
near future.

Regarding the broken, prices  
have slightly advanced owing to  
some demand from Indian market.  
The total amount of rice export-  
ed from January 1st to July 31st,  
1928, is 1,043,035,585 tons against  
1,017,022,806 tons in 1927.

We quote to-day white, Saigon  
rice No. 1 25 per cent. broken  
round grain: Hong Kong \$5.35  
per picul of 134 lbs. L.O.B. Saigon;  
\$5. 3d. per cwt. L.O.B. Saigon;  
Yen 6.20 per picul of 134 lbs. L.O.B.  
Saigon.

White Saigon rice No. 2 sifted  
Japan quality: Hong Kong \$5.35  
per picul of 134 lbs. L.O.B. Saigon;  
\$5. 2d. per cwt. L.O.B. Saigon;  
Yen 5.90 per picul of 134 lbs. L.O.B.  
Saigon.

For August/September shipment.

Sir Woodman was a man of  
business and a man of considerable  
position. The jury could only put  
their own construction upon the  
transactions. If they thought the  
transaction was not a perfectly  
honest one it was their duty to put  
that construction on it.

After an absence of an hour and  
a half the jury intimated that  
there was no chance of reaching an  
agreement.

Mr. Bottomley said he was pre-  
pared to accept a majority verdict,  
but Mr. Justice Horridge pointed  
out that that was irregular with-  
out first consulting the other side.

Mr. Comyns Carr, E.C., for the  
defendants, said he saw no purpose  
in detaining the jury, who accord-  
ingly were discharged on their  
failure to agree. They were  
exempted from further attendance  
in the King's Bench Division for  
6 years.

### CHINESE AND SHANGHAI PARKS.

750,000 VISITORS IN TWO  
MONTHS.

WELL BEHAVED AND  
APPRECIATIVE.

During the past two months  
725,000 visitors have been recorded  
as having strolled in Shanghai  
parks, a number which, when com-  
pared with figures of previous years,  
will show to what a large extent  
the Chinese community are making  
use of the various parks of the  
city.

In the Public Gardens alone during  
the month of July there were  
232,900 Chinese and foreign visitors,  
while 87,000 are reported at Jess-  
field, and a total number visiting all  
parks for last month is given as  
420,000.

Those in a position to judge the  
situation state emphatically that  
Chinese visitors although new to  
the whole idea of park regulations  
are proving amenable to the res-  
trictions obtaining about personal  
conduct. Not only are they well-  
behaved for the most part but any  
breach of regulations if brought to  
their attention by the park authori-  
ties has been seen to be principal-  
ly ignorance on the part of the  
offender who, receives the infor-  
mation politely that he is breaking  
the rules. The authorities go a step  
further and point out that cases  
of offending foreigners frequently  
implied a noisy argument, which  
has not proved the case with Chi-  
nese visitors.

Parks Cleaner.

Moreover, since admission of  
Chinese to the parks, the open  
spaces are considerably cleaner  
than hitherto, for the reason, prin-  
cipally, that more guards are em-  
ployed to cope with the increased  
visitors and because foreigners of  
the beach-comber class do not make  
as much use of the parks as hitherto  
and, therefore, create less litter.  
No cases of flagrant destruction of  
park foliage or properties have  
been reported during the period  
under discussion.—N.C. Daily  
News.

ACTRESS'S £2,400.

FOR LOSS OF PART IN  
"SHOW BOAT."

PARIS.  
Miss Elizabeth Hines, the Ameri-  
can musical comedy actress, has  
been awarded £2,400 damages  
against Mr. Florenz Ziegfeld, the  
New York theatrical producer, for  
the loss of the part of Magnolia  
in the musical comedy "Show  
Boat."

The decision was made by a  
board of arbitrators appointed by  
the United States Supreme Court,  
according to the *New York Herald*  
(Paris edition).

Miss Hines claimed that she was  
engaged for the principal part in  
the play, but Mr. Ziegfeld was  
compelled to postpone production  
for a year. She brought the mat-  
ter first before the Actors' Equity  
Association, who decided that she  
was entitled to two weeks' salary  
(\$200). Miss Hines followed this  
with an action for £10,000 salary  
and £10,000 damages.—*British  
United Press*.

PRIMATE'S FUTURE.

BUYS HOUSE MR. LLOYD  
GEORGE ONCE LIVED IN.

The Archbishop of Canterbury  
has expressed a desire to remain  
in London on his retirement, and  
has the *Daily Mail* understood  
that, No. 10, Cheyne-walk,  
Chelsea, S.W., the house occupied  
by Mr. Lloyd George from 1923 to  
1927.

When Mr. Lloyd George lived  
there he had this notice on a yellow  
board put on the front door:—  
Let no one speak beyond the  
threshold words uttered here in  
friendly confidence.



COLLISION NEAR  
ABERDEEN.INCIDENT IN THE SMALL  
HOURS.

NEARLY OVER A CLIFF.

The drivers of public vehicles No. 550 and 226 appeared before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon as a result of a head-on collision between their cars, at 2 a.m. on the morning of the 1st instant. Inspector C. Alexander was in charge of the case. Mr. C. A. S. Russ appeared for the driver of car No. 550—a brand new Essex—and Mr. Horace Lo was for the driver of car No. 226, a big seven-seater Buick. The accident might have had very tragic consequences as the cars were pulled up at the very edge of a cliff.

The photographs of the two cars as they were after the collision showed the big Buick with the front of the bumper and two front wheels raised above the road and resting on the dashboard of the other car. Both cars were head on and facing the left side of the road which overhangs a cliff. The drivers had taken out cross-summons for dangerous driving and the Magistrate decided to hear the two summonses at the same time.

Sub-Inspector Hopkins, in charge of Aberdeen Police Station, said that the driver of car No. 226 reported the accident at 2.15 a.m. on August 1st and witness accompanied him to the scene of the collision. He found the cars in the position as mentioned and said that the driver who reported the accident had a very bad knee. The ambulance arrived and one or two of the passengers who sustained slight injuries were taken to the Government Civil Hospital.

Sergeant S. Saunders who visited the scene of the collision the same morning corroborated and added that the most interesting point about the collision was that at the rear of the off side wheel of car No. 520 there was a skid mark about a yard long. This was the only skid mark that he could find. In the opinion of the witness it would indicate that the car had been pushed backwards the full length of the yard, which suggested the opinion that the Buick car had been travelling considerably faster than the other.

The brakes in the cars were in good order; the Buick had a registered weight of 3,000 pounds and the other car 2,000 pounds. The Essex car was brand new and had been tested for its license only three days prior to the collision. The speedometer showed that it had just completed its 500 miles of "running in."

Cross-examined witness would not say which car in his opinion was at fault.

Mr. Lo asked witness if he (witness) could corroborate his (Mr. Lo's) contention that, from the positions of the cars as shown in the photograph taken after the collision the car No. 520 (the Essex car) must have been on the wrong side of the road.

Mr. Russ objected and was upheld by the Bench.

Inspector Alexander's Opinion.

Inspector C. Alexander of the Traffic Department told the Court that in his opinion car No. 520 was to a lesser degree at fault than car No. 226 (the Buick). However, he was of the opinion that the former car came around the bend on the crown of the road and throughout the turn remained on the crown.

Magistrate: In other words he came out of the bend too far out?

Yes.

Mr. Lo said that it was only natural for a driver to keep a little far out when rounding corners.

Mr. Russ told his Worship that if that practice was continued another Magistrate would have to be appointed to hear the summonses.

Mr. Lindsell: On the contrary—probably one less!

Witness said that taking into consideration that the weight of car No. 226 was heavier than the other car, then at any speed the other car would be forced by the impact.

Magistrate: Can you say from what you have seen of the cars and the positions they were at at the time of the collision, which driver was at fault?

Inspector Alexander: No, I cannot answer that.

The hearing was then adjourned.

VICTORIA GAOL  
INCIDENT.PRISONER ATTACKS  
WARDER.ASSAILANT RECENTLY  
CHARGED WITH  
MURDER.

Victoria Gaol which has been the scene of several jail-breaking sensations, again came to the limelight when it was stated in Court yesterday that one of the Indian warders was so badly assaulted by a prisoner that he had to be taken to hospital for treatment.

This incident occurred on Sunday morning and the assailant was brought before Major C. Willson at the Central Magistracy on a charge of unlawfully wounding and "cutting" Nawab Ali Shah, an Indian assistant warder of the Gaol. The news has naturally given rise to much speculation as to precisely what had happened. Information so far given to the Press is meagre and does not reveal the circumstances leading to the attack, and where and how the prisoner obtained the weapon with which he "cut" up the unfortunate warder.

The assailant, Chan Chi Cheong, was brought before the Magistrate and the Indian warder appeared with his head swathed in heavy bandages. The charge was explained to the prisoner, who replied "Yes."

On seeing that the wounded warder was not in a fit state to give evidence, the Magistrate decided to adjourn the case until this morning. Murder On The S.S. "Periak."

Recalled. The prisoner, it will be recalled, was recently charged with murder before the Senior Magistrate. He was alleged to have killed a Chinese cook on board the s.s. Periak, after a heated quarrel in the galley. Prisoner made several appearances before Mr. R. E. Lindsell but owing to no evidence of the victim's precise manner of death being available, the man was discharged. He was then detained in the Gaol pending deportation.

DUTCHMAN WANTED AT  
SINGAPORE.ALLEGED CRIMINAL BREACH  
OF TRUST.ARRESTED HERE ON FRENCH  
LINER.

On a charge that he had committed a criminal breach of trust, a Dutchman named J. W. H. van Laer was arrested here by Sub-Inspector Dorling on board the s.s. Porthos early yesterday morning, and was later brought before Mr. R. E. Lindsell at the Central Magistracy. The accused was described as an insurance agent at Singapore, and was alleged to have misappropriated \$9,000 from his employer at Singapore. His arrest was brought about at the request of the Singapore Police.

Evidence given by Sub-Inspector Dorling was to the effect that he boarded the s.s. Porthos at 7 a.m. yesterday morning and found the accused in the dining room. He was then taken back to his cabin where a search of his person and luggage was made. The Inspector found two books of traveller's cheques issued by Messrs. Thos. Cook and Son to the value of £270 sterling.

One of the books of cheques contained fifty cheques, and the other had 24 of £10 and 24 of £20 cheques. Amongst the accused's luggage was also found a letter of identification issued by Messrs. Thos. Cook and Son, at Singapore on August 3rd, 1928.

Further evidence showed that the Porthos had arrived from Singapore via Saigon.

The accused elected to say nothing, and on the application of Mr. T. Murphy, Assistant Director of Criminal Intelligence, the case was formally remanded for one week, meanwhile a telegram had been despatched to Singapore asking for someone to come to Hong Kong to identify the accused.

ROUND THE POLICE  
COURTS.MIDNIGHT CRUISE IN A  
DINGHY.

KOWLOON CASES.

Three Chinese were charged before Mr. W. Schofield at the Kowloon Magistracy yesterday with being in possession of a dinghy suspected of having been stolen or unlawfully obtained at 3 a.m. on August 13th.

The defendants said that they found the dinghy tied up near the Mongkok ferry wharf, in the Yau-mai typhoon shelter. There was nobody in the dinghy at the time and they decided to go for a row, but intended to bring it back to the same place later.

His Worship: In fact it was just a pleasure cruise?—Yes.

His Worship: 3 a.m. is not the usual time for a cruise?

Third Defendant: We were returning from the trip.

Inspector Ogg, however, mentioned that the defendants were arrested while taking the dinghy out of the typhoon shelter.

Th first defendant had a record of five previous convictions for offences such as unlawful possession, larceny, assault and boarding a tram without paying his fare. He was fined \$50, or six weeks' hard labour. The other two defendants were each fined \$10, or fourteen days.

THEFT OF CHAIN CABLE.

A coal coolie was brought up on a charge of theft of a black chain from the s.s. Madella which was anchored at Buoy No. 44. A second coolie's plea of not guilty was accepted by the prosecution, which was conducted by Mr. Olaf Evanson, chief engineer of the vessel, and he was discharged.

The defendant admitted that he was carrying the chain, but said that the head coolie took the chain off the block and gave it to him to take to the coal bunker.

A previous conviction for unlawful possession against the defendant was brought to the notice of his Worship, who imposed a fine of \$25.

TRAFFIC SUMMONSES AT  
CENTRAL MAGISTRACY.ROAD HOGGING AT  
POKFULAM.

The Chinese driver of a two-ton refuse lorry was summoned before Major C. Willson for driving down the Dairy Farm Hill, Pokfulam, at a speed of between 25 and 30 miles an hour.

Sub-Inspector Alexander said that the defendant was driving at the speed mentioned in a controlled area, and the fact that the vehicle had solid tyres made the act all the more dangerous. Witness followed the defendant to the bottom of the hill and observed that he only reduced speed a little in taking corners.

The defendant, who pleaded guilty, was fined \$20.

Two summonses were taken out against Messrs. A. Goeke and Company, the local managers for Fiat motor cars, David's Building, for causing obstruction outside their garage. The offences were admitted and fines of \$5 on each summons were imposed.

A public motor car driver who was stated by Sergeant Bayliss to have done 25 miles an hour from Eastern Street to Queen's Street when there were many people about on the roadway was fined \$10.

INTERNATIONAL BRIDGE  
AND MAH JONG PARTY.

\$252 RAISED FOR M.C.L.

At the Helena May Institute on Friday, August 10th, an International Bridge and Mah Jong Party was held in aid of the Victoria Branch M.C.L. funds.

There were nineteen tables of Bridge and nine of Mah Jong. Apart from the aim of benefiting the M.C.L. funds, the object of the party was to bring together women of all nationalities in the Colony. That this was accomplished is proved by the fact that among those playing were British, Chinese, French, American, German, Belgian, Japanese, Portuguese, Norwegian, Dutch and Danish ladies.

The financial result of Friday's party was very satisfactory. A net profit of \$252 was realised. Special thanks are due to Dr. Rotwell for assisting in the ways, Mrs. Cressy and the Ladies Committee, whose arrangements for the afternoon were excellent.

In conclusion, Mrs. Southorn was kindly distributed the prizes, and said that it is hoped to develop the idea of these parties and to arrange in the future International Meetings on varied lines.

THE FIRE ON THE  
"KALYAN."

TRYING TWO-DAY ORDEAL.

RESPONSE TO LINER'S CALLS  
FOR HELP.CAPTAIN'S PRAISE FOR ALL  
ON BOARD.

The North China Daily News gives the following graphic account of the fire aboard the P. & O. liner Kalyan, news of which was received here by cable dated last Tuesday:—

At 8.35 a.m. on Sunday (August 5th) fire was seen issuing from a ventilator over No. 3 hold in the forward part of the ship. The captain was immediately summoned and the fire bell was rung. Passengers and crew ordered to boat stations. In the meantime water was being pumped into the hold which contained 2,055 bales of cotton and 30 cases of tea for Japanese ports. 548 bales cotton and 144 cases of rubber for Shanghai. There was also other cargo.

The hatches were removed from the hold and dense volumes of black and pungent smoke issued. It was realized that the fire was confined to No. 3 lower hold. Smoke helmets were donned and the third officer—Mr. Whyte-McKay—went below to try and ascertain the extent of the fire. Others followed but were driven back by the intense heat and the dense volume of smoke. The third officer emerged and reported that it was extremely dangerous to attempt to return to the hold. In spite of his helmet, he had had to give up.

The second officer was in charge of the fire-fighting operations as the chief officer—Mr. D. M. Stuart—was incapacitated with a broken ankle which was in plaster of Paris. Notwithstanding this he was hoping about, as he called it. The chief engineer rendered great assistance to the captain in advising as to the bunkers and other matters.

Mail Bags Taken Out.

At 11 a.m., it was deemed advisable to get out the mails totalling 677 bags and officers, engineers and all departments of the crew worked strenuously to get this accomplished.

Capt. Cornhill-Jones paid a great tribute to the officers, engineers and crew for the great work they accomplished. He also emphasized the point that the native crew worked splendidly without fear as is usually attributed to Lascars when a ship is in peril. The captain also remarked at this juncture that the passengers behaved splendidly and did as they were told.

The ship was now in communication with its agents at Shanghai and other ships were rushing to its assistance. The S.O.S. was answered and then cancelled as the situation was improving and the ships in the vicinity were kept advised as to the position. She was running at full speed for Shanghai with water being pumped into the holds causing her to take a list to port and it was necessary to empty a ballast tank to straighten her.

Dense clouds of smoke were pouring from burning rubber was terrible obliging passengers to seek all sorts of corners to get away from it.

Explosion In The Hold.

The fire was apparently subdued by the water pumped in, for the hold contained 17 feet of water which was deemed sufficient to cover the burning cargo. Hatches were battened down but at 4 o'clock in the afternoon a terrific explosion shook the ship and the hatch covers flew off, due no doubt to the steam and gases accumulating below. The fire broke out again and another S.O.S. was sent and replied to by the German steamer Oldenburg came within almost speaking distance. The vessel proceeded to the pilot station and remained there until 11 a.m. yesterday waiting for the tide. She then proceeded to Woosung with her pilot—Captain N. R. Bennett—and there took on board the Shanghai Municipal firemen who had arrived on the fire-boat in response to a wireless message.

Under Control Early.

The firemen took charge of the situation and after much work got the fire under control early yesterday afternoon although even when she arrived at 7 o'clock—a little smoke was still issuing from the hold. Another squad took over from those on board and an engine was put into operation and more water was pumped in to make the position absolutely secure. She proceeded from Woosung to her berth under her own steam and without assistance.

In the meantime, relatives and friends of those on board were waiting on the Customs jetty expecting the passengers to arrive on the tug Scot 1. This vessel arrived about 9 o'clock last evening with the mails and all those waiting made their way to meet the Kalyan who passed the Shanghai & Hongkong wharf—where she is now berthed.

SILTING UP OF TIEN-  
TSIN RIVER.

SERIOUS OUTLOOK.

SHIPS NOW UNABLE TO GET  
TO TIEN-TSIN.

At present, says the North China Daily News, the port is practically closed to steamer traffic, because, in order to navigate the Haiho, ships have to lighten to a draft of 10 ft., or even down to 8 ft. and, as the majority on the run draw at least 8 ft. 6 in. light, this means that they could not possibly take up more than from 300 to 400 tons of cargo, and it will be understood that it would be still less worth while for a boat to go up and then come out light. The procedure now is for steamers to discharge cargo into lighters at Tangku, and to send passengers up to Tientsin either by launch or railway, and loading is done by the same method. Very few ships attempt the river passage.

The Tientsin river always has been very difficult for navigation, with its narrow, shallow and winding channels, and in the best seasons it was not unusual for a ship to touch a bank occasionally. It speaks well for the skill of the pilots and captains that serious accidents have been so few. Despite all the work done by the Haiho Conservancy, the state of affairs has become gradually worse and last summer also the river was practically closed, though the conditions seem not to have been quite so bad as at present. A recent report from Tientsin told of the Chinese in Jaces beyond Tientsin petitioning the authorities to put in hand certain works not only to improve the water-courses, but also to lessen the danger of inundations, and they offered their services voluntarily; but, even if this were done, it would have little effect on the Haiho.

Outlet For Many Rivers.

The Haiho is a comparatively short stretch from Tientsin to the sea, not so much a river as an outlet for several rivers. It is in charge of the Haiho Conservancy, whose highly efficient engineers have done much to keep it navigable, not only by dredging the channels, but by straightening them, thus reducing the length of the waterway and, by providing for a freer and more powerful scouring, assisting in the carriage of the silt through to the sea. At the back of Tientsin there is a regular network of rivers, large and small, the number of which can only be appreciated by studying such maps as give details of the Chihli and Mongolian watersheds. These all converge into the Haiho and all but one serve a good purpose, for they have comparatively clear water and run strongly, so that they do not deposit silt and actually assist in scouring the Haiho, and keeping it clear.

Cause Of All Trouble.

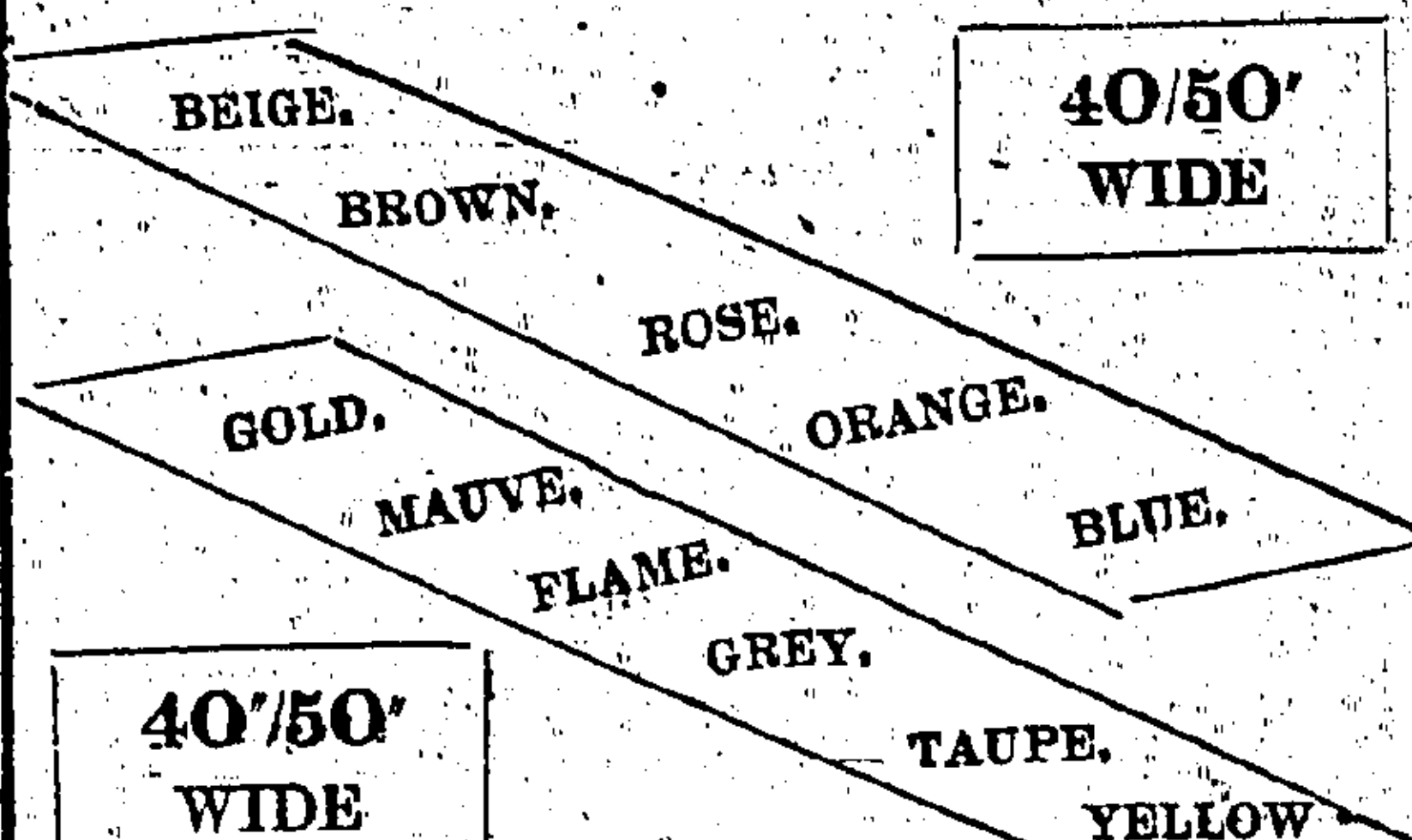
The exception is the Yungting, or Hun River, and this it is which causes all the trouble in the Haiho. It has its source far back in Mongolia and, fed by thousands of tributaries, and with innumerable branches, it comes down by Kalgon and Peking to the back of Tientsin, where it forms a big delta guarded by artificial dykes, and it has been from this delta also that have started the disastrous floods which periodically harass Tientsin.

The steep edge of the Mongolian plateau, particularly in the dry seasons, very easily washes away and so the Yungting every year brings down uncountable tons of silt which it empties into the Haiho. As stated before, the other swift-running rivers in their turn do much towards washing this silt down to the sea, but when their waters are low and sluggish on account of dry seasons, the silt accumulates in the Haiho. Should there be two or more dry summers in succession, the silting up naturally is worse and it is believed that the conditions this year are exceptionally bad because the scouring rivers were unable to clear away the whole of last year's accumulations.

Large Sums Required.

Everyone in Shanghai in a position to understand the subject and whose views were sought spoke most highly of the Haiho Conservancy's work and said that, though, with more encouragement and more money, they probably could do still more to improve the course of the Haiho, actually it is beyond the power of this body to tackle the real problem. Its jurisdiction stops at Tientsin and it is beyond there where work must be done, in the territory of the Chihli River Commission. Elaborate schemes have been prepared for diverting the Yungting north or south of Tientsin, for building a system of locks, and various other curative works, but these all would cost an enormous amount of money, such as China does not consider in these days for anything but new revolutions, and such officials as are willing and capable get practically no encouragement.

An engineer expressed the opinion that, in favourable circumstances, the trouble would be cured by natural causes, through scouring by the tributary rivers, but he admitted that the silting up seemed to be so aggravated that there was not a great deal of hope in this direction.

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## NEW ADVERTISEMENTS.

## PUBLIC AUCTION.

**PARTICULARS & CONDITIONS** of the Sale by Public Auction to be held on MONDAY, the 20th DAY of AUGUST, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1893, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

## PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rental.	Upset Price.
1	New Kowloon Island Lot No. 1148	Adj. to New Kowloon Island Lot No. 1149, Shau Wan Road.	As per sale plan.	3,450	24	5,184

[6902]

## PUBLIC AUCTION.

**PARTICULARS & CONDITIONS** of the Sale by Public Auction to be held on MONDAY, the 20th DAY of AUGUST, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1893, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

## PARTICULARS OF THE LOT.

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1	New Kowloon Island Lot No. 1148	Adj. to New Kowloon Island Lot No. 1149, Shau Wan Road.	As per sale plan.	3,450	24	5,184

[6903]

## PUBLIC AUCTION.

**PARTICULARS & CONDITIONS** of the Sale by Public Auction to be held on MONDAY, the 20th DAY of AUGUST, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1893, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

## PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rental.	Upset Price.
1	New Kowloon Island Lot No. 1150	Junction of Cheung Sha Wan Road and Yai Lo Street.	As per sale plan.	4,807	34	6,940.25

6804

## PUBLIC AUCTION.

**PARTICULARS & CONDITIONS** of the Sale by Public Auction to be held on MONDAY, the 20th DAY of AUGUST, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Mong Kok Trail, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

## PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rental.	Upset Price.
1	New Kowloon Island Lot No. 1150	Junction of Cheung Sha Wan Road and Yai Lo Street.	As per sale plan.	4,807	34	6,940.25

[6905]

## NEW ADVERTISEMENTS.

## IN THE SUPREME COURT OF HONG KONG.

IN THE MATTER OF THE ESTATE OF MARY JANE DURBANCO, Late of Victoria in the Colony of Hong Kong, Widow, Deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance 1897 (No. 2 of 1897), made an Order Limiting the Time for sending in Claims to or against the above Estate to the 10th DAY of SEPTEMBER, 1928.

Creditors and Claimants are hereby required to send their Claims to the Undersigned by the above Date.

Dated this 13th day of August, 1928.  
CHARLES DICK MELBOURNE,  
Official Administrator.

[6901]

## H.K.V.D. CORPS.

## PROMENADE CONCERT

(Under the Patronage of H.E. the Officer Administering the Government)

will be held on

VOLUNTEER PARADE GROUND

FRIDAY, 17th AUGUST, 1928,

At 9.15 p.m.

BAND OF 2nd BATT. KING'S OWN

SCOTTISH BORDERERS

(By Kind Permission of Lt. Col. L. J. COMPTON, C.M.G., D.S.O., and OFFICERS)

AND LOCAL VOCALISTS.

TICKETS OF ADMISSION: \$1.00

(Soldiers & Sailors in Uniform: 50 Cts.)

Obtainable at

VOLUNTEER HEADQUARTERS &

ANDERSON MUSIC CO. LTD.

[6906]

## NOTICE.

THE Undermentioned Certificates for 300 Shares in this Company, standing in the Name of JOHN MACNAB, Deceased, late of 2, GLENCAIRN DRIVE, POLLOCKSHIELDS, GLASGOW, have been LOST, and if at the Expiration of One Month from the Date hereof the following Share Certificates be not forthcoming, Other Certificates for the Said Shares will be issued by the Company and thereafter No Other will be acknowledged—

Certificate for	No.
15	4922-4938
" 20	4938-4993
" 15	7030-7049
" 50	22154-22203
" 50	55357-55406
" 75	78572-78648
" 75	110177-110251
300 Shares.	

A. S. WATSON & CO., LTD.

Hong Kong, 14th July, 1928. [6514]

## "THE PEAK FLATS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation in JULY.

Five-Roomed FLATS

and

Six-Roomed FLATS

with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

Apply to

CREDIT FONCIER

D'EXTREME-ORIENT,

4th Floor,

FRENCH BANK BUILDING.

## TO LET.

FLATS in HUMPHREYS and CARNARON BUILDINGS, Kowloon.

Apply to—

HUMPHREYS ESTATE AND FINANCE CO. LTD.

ALEXANDRA BUILDINGS, 6985

## TO LET.

3 and 4 Roomed FLATS at East Point Terrace.

Rent: 3 Rooms ... \$100.

4 Rooms ... \$120.

including Taxes.

Also Two 4 Roomed HOUSES in St. George Street, East Point. Rent: \$100 including Taxes.

For Further Particulars, Apply—

JARDINE, MATHESON & CO. LTD.,

STOAK OFFICE, PEDDER ST. [6590]

TO BE LET OR SOLD—Com-

modious BUNGALOW at

MAGNIFICENT GAP, near Motor Road

Good Garden. Private Garage—Apply,

Box No 6273, c/o Hong Kong Daily Press.

[6273]

FRONT PORTION of SHOP TO

LET. Central Position, Suitable

for Milliner or Dress Maker. Moderate

Rental—Apply: "Z" c/o Hong Kong

Daily Press. [6433]

If You wish to rent a Flat, House

or Furniture, Buy or Sell a House

or Land, Telephone, without obligation,

CENTRAL 4630, HONG KONG SMALL

INVESTMENT.

## INTIMATIONS.

## WATSON'S LAVENDER WATER.

The most refreshing of all perfumes in the hot weather.

Distilled from real

ENGLISH LAVENDER

In Elegant Green Flasks

Each: \$4.00, \$2.25, \$1.25

WATSON'S

LAVENDER

TALCUM POWDER.

IN MAGNUM TINS.

MADE FROM PURE

Italian Talc

Associated with English

Lavender of exquisite

fragrance.

\$1.00 Per Tin.

A. S. WATSON

& CO., LTD.

Hong Kong Dispensary.

PHONE C. 16. [59]

WHY Continue to suffer when

POO ON HERBS are within

your reach—Croup, Catarrh, Asthma,

Bronchitis, Cough, Constipation, Dis-

betes, Dropsy, Rheumatism, and many

other Diseases. No Drugs. Purely

Chinese Herbs.

POO ON HERBS CO.

66, QUEEN'S ROAD CENTRAL, 1st Floor.

TEL. C. 5009.

Hong Kong Office: 11, Ice House

Street.

London Office: 21, Bride Lane,

Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, August 11th, 1928.

WILL PROHIBITION BE

SAVED?

It is becoming more and more

evident that prohibition is to be

the vital issue at the American

Presidential election. It is the

thing that sharply divides Demo-

crats from Republicans. Mr. Hoover,

a Quaker, stands for the enforce-

ment of the principles of total

abstinence which he himself was

taught to practise. Mr. A. L.

SMITH, the Democrat candidate, on

the other hand, is a Roman

Catholic, who holds in agreement

with the teaching of his church,

that while excess is a vice modera-

tion is a better thing than abstin-

ence. The view is based on scrip-

tural passages too familiar to need

quoting.

It cannot be said that Pro-

hibition has achieved the results

that had been expected. It was

a great and a brave, if somewhat

priggish, experiment. The drink

interest had become a menace and

the saloon was an unmitigated

nuisance. There was, moreover,

the big negro population from whom, it was considered, alcohol should certainly be withheld. It was a large vision that saw the youth of the country growing up with a new virility and efficiency because it had never touched strong drink. But like many other visions it has proved a nightmare, according to its opponents. The old liquor trade was at least legal, but it now lives on as "bootlegging" and has spread corruption among officials who were set to control it. Good liquor has simply been driven out by bad, but the proportion of United States citizens who defy the Volstead laws and the net effect of Prohibition upon the nation are matters extraordinarily difficult to gauge by impartial observers.

The question of the abandoning or continuing of the experiment is now squarely before the nation. Americans are well aware of foreign ridicule, of the handicap imposed upon their shipping, of all the arguments for and against. There is also the question of the curtailment of liberty. There is nothing half hearted about Prohibition. It lays down what is good for an American and insists upon his obedience. The Volstead Laws were drawn up by the President of the Anti-Saloon League, an organization actuated by a zeal beside which the attitude of our English Good Templars, Rechabites and kindred societies towards the drink question amounts to a lax toleration. It was also backed by the millionaires who hoped to see in enforced prohibition increased efficiency and far greater saving of funds for investment in their own enterprises. It was certainly not demanded by the mass of the people.

Now, after eight years, the issue turns on what the average American feels about it. To the outsider the real sobriety of the Latin countries where wine is a staple article of diet and the virtual solution of the drink question in England point obvious morals. But America's conditions and circumstances are her own. No one yet knows whether the average American will take the view that prohibition is a failure, that he wants his liquor and wants it good, that he is being exploited by cranks and big interests, or on the other hand whether he will hold that the present social tutelage is justifiable and that Prohibition will win through to a real temperance of great advantages to America, which other nations will be forced to follow.

Charlie Chaplin's famous comedy, "The Circus," will be seen in Hong Kong again next week at the World Theatre Tuesday to Saturday.

The total output of the Kailan Mining Administration's mines for the week ending July 28th amounted to 87,673 tons, and the sales during the period to 50,180 tons.

A summons for assault and a cross-summons in which three Chinese were concerned came before the Kowloon Magistrate yesterday. Mr. F. X. d'Almada, for one of the parties, told the Magistrate that a settlement had been reached. Mr. F. H. Losby, for the other side, agreed, and the summonses were accordingly dismissed.

Students and lovers of Chinese Art will be interested to learn that Mr. Tse Tsao Tai, the well-known local collector, has just written a treatise on Chinese painting. It is entitled "Ancient Chinese Art" and elucidates the intricacies and technique of Chinese painting, which we believe has never been attempted before. The book is printed on Art paper by the South China Morning Post, Ltd., and is illustrated by one of the masterpieces of Li Shu Huan of the Tang dynasty (A.D. 745), the famous founder of the Northern School of Chinese Landscape painting. The price is \$1.

A fine of \$25 was imposed at the Kowloon Magistracy yesterday on a Chinese for attempting to sell unwholesome pork which the Veterinary Surgeon said was not fit to be even used as for making lard.

Cases of infectious disease reported in the Colony last week were: Small-pox 3 (1 fatal), diphtheria 2, enteric 2, paratyphoid 1, puerperal fever 2 (1 fatal), influenza one fatality. On Monday another case of small-pox was reported. All cases were Chinese.

A fishing boat, carrying a cargo of sand, was capsized yesterday at about noon off the Asiatic Petroleum Company's Installation wharf at North Point. Fortunately, an A.P.C. launch was near by and rescued the two occupants. The boat was towed to the Typhoon Shelter at Causeway Bay.

Chinese Merchant's Estate.

BEQUESTS TO WIFE AND CONCUBINES.

NEW HOSPITAL ALSO TO BENEFIT.

Estate in the Colony to the value of \$52,400 was left by a Chinese merchant, who was in business at No. 43, Connaught Road Central, and who died on June 20th, this year.

The deceased gentleman, Lie Sun Tin, in his will stated that he owned House No. 24, Wellington Street and that he had money deposited with the Hong Kong and Shanghai Bank and also with the Chartered Bank. His cash is to be divided into three equal shares, one for his wife, one for his first concubine and another for his third concubine. A bequest of \$2,000 was also made to his elder sister. His house, shares and other properties are all to go to his son when the latter attains majority.

The late Lie Sun Tin also instructed that a sum of \$5,000 should be donated to the Fong Pin Hospital at Lau Po, in Samshui district when it comes into existence.

Probate of the will is granted to deceased's nephew, Li Su Chun, who is to administer the estate until deceased's son comes of age.

SHANGHAI RICKSHA COOLIES ON STRIKE.

ONE COPPER INCREASE IN HIRE FEE.

A strike which has developed in the Harbin Road district, Shanghai, is illustrative of the struggle for existence amongst the poorer classes of Chinese at the present time, and has brought out a number of ricksha coolies, who for many years past, even under the most extreme pressure, have resolutely refused to join the malcontents.

The foremen of ricksha hongs in this area announced that the hire fee would be raised from 23 to 24 coppers per ten-cent piece, and for this one copper the poor men felt impelled to strike, 200 deserting their work. In the course of an argument outside two ricksha hongs in East Kowloon Road several windows were broken, and later there was a demonstration outside the Harbin Road Police Station, the strikers being dispersed by the police. Various unattached professional agitators have been attempting to worm their way into the ricksha men's confidence, with a view to extending the strike, but so far they have met with little success.—North-China Daily News.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory, stated:—The typhoon remains nearly stationary about 60 miles S.E. of Oshima. The depression over South China is apparently unchanged.

Local Forecast:—Southerly winds, moderate, squally, overcast, rainy.

## ROAD-WIDENING IN SHUIKWAN.

## INHABITANTS' OBJECTIONS.

## PREFER NARROW STREETS TO MALOOS.

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## NEW CONSTITUTION FOR THE REPUBLIC.

## FIFTH PLENARY SESSION IN DIFFICULTIES.

## JAPANESE TROOPS WITHDRAWN FROM TIENSIN.

## WIRELESS COMMUNICATION IN CHINA.

The question of China's wireless communication has been the subject of a resolution by the Committee on the Systematisation and Regulation of Communications Contracts. In accordance with two agreements made by the defunct Peking administration, a virtual monopoly in wireless communication in China was granted to Japan and to an American Radio Corporation. The reasons put forward for the nullification of these agreements are, among others, that the contracts entered into by the Peking regime never received the necessary sanction, and that the contracting parties have taken no action as a result of the agreement. The American company has done nothing, while the station erected by Japan is useless.

The Fifth Plenary Session has been advised to take immediate steps to form a committee to draft a provisional constitution for the Republic of China. This will be submitted to the Third National Congress of Kuomintang delegates. It is recommended that the constitution shall contain definitions of the rights of the people, the organisation of the Central Government, relations between Central and local Governments and the powers of the latter, and the relationship between the Party and the Government.

The Fifth Plenary Session is still faced with great difficulties owing to the refusal of the right wing leaders to attend. Though Marshal Li Tsai Hsin is still at Tangshan, his representative has held a secret conference with Chiang Kai Shek and others which is reported to have an important bearing on the future of the Session.

## CHINA'S CONSTITUTION.

[THROUGH REUTER'S AGENCY.]

NANKING, Aug. 14th.

The Law Codification Bureau has recommended to the Fifth Plenary Session the immediate formation of a committee to draft a provisional constitution for the Republic of China for submission to the Third National Congress of Kuomintang Delegates.

The Bureau proposes:—  
1. That the Fifth Plenary Session appoint a number of its members, together with several legal experts, to form "a drafting committee for a provisional constitution of the Republic of China," responsible for the formulation within a specified period of a provisional constitution for the Republic.

2. That the provisional constitution shall contain a definition of the rights and obligations of the people, a definition of the regulation of the organisation of the Central Government, a definition of the regulation of the relationship between the Central and local governments (outlining the powers, functions and organisation of local governments), and a definition of the regulation of the relationship between the Party and Government.

3. That the final form of the draft shall be decided by the Fifth Plenary Session, and be submitted to the Third National Congress for approval and adoption, and thereafter be promulgated by the Nationalist Government.

## TROUBLES OF PLENARY SESSION.

(Wah Tsu Yat Pao).

SHANGHAI, Aug. 14th.—The Plenary Session is still facing the difficulty of overcoming the recent split. Chang Ching Kiang, Li Shih Cheng, Wu Chie Fei and other moderate Executive members have not followed Marshal Chiang Kai Shek to Nanking, while General Li Chung Jen, of the Kwangsi Clique, is staying in Shanghai on the excuse that he is suffering from eye disease.

Marshal Li Tsai Hsin is still staying at Tangshan although his right hand man, Mr. Tai Chi Tao, has returned to Nanking, and is reported to have had a secret conference with Marshal Chiang Kai Shek, Tan Yen Kai, Yu Yu Jen and others in Nanking yesterday afternoon. The result is not known, but it is expected to have some important bearing on the future of the Plenary Session.

## FALSE REPORT.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Aug. 14th.—Chang Ching Kiang and Li Shih Cheng did not accompany Chiang Kai Shek to Nanking this morning, as reported earlier.

## LEGISLATIVE INSTITUTION.

(Wah Tsu Yat Pao).

SHANGHAI, Aug. 14th.—A Nanking report says that the Nationalist Government will be authorised by the Plenary Session to form a Legislative Institution which will correspond to parliament. Mr. Hu Han Min has been nominated to the presidency of the institution.

## NOT UNSATISFACTORY.

[THROUGH REUTER'S AGENCY.]

LONDON, August 14th.

The Daily Telegraph expresses the view that the Sino-British settlement of the Nanking Incident is not unsatisfactory, and says the way is now open for the renewal of normal relations between the British and the Chinese Nationalist Government.

## FRANCE READY.

(Wah Tsu Yat Pao).

SHANGHAI, Aug. 14th.—A report from diplomatic sources states that France will shortly open negotiations with the Nationalist Government for the settlement of the Nanking incident.

## WIRELESS COMMUNICATION.

[THROUGH REUTER'S AGENCY.]

NANKING, Aug. 14th.

"The Committee on the Systematisation and Regulation of Communications Contracts" of the National Communications Conference has passed a resolution calling for the nullification of the Japanese wireless agreement with China of 1908, signed by the late Peking Naval Ministry and the Suzuki Company, and a similar contract signed between the late Peking Ministry of Communications and the Federal Radio Corporation of California, which practically granted monopolist rights to Japan and America in the field of wireless telegraphy in China.

The resolution points out that the above-mentioned contracts never received the necessary sanction from Parliament and were entered into between the Peking regime and the companies concerned in defiance of public opinion.

Moreover, the resolution continues, the existence of such an understanding is contrary to the spirit and letter of the Nine-Power Treaty signed in Washington in 1922, which both America and Japan were signatories.

Finally the resolution states that despite the lapse of about ten years, nothing has been done by the American contracting party, while, in the case of Japan, though the station has been completed, it has proved valueless for international communications.

## YEN HSI SHAN'S ILLNESS.

(Wah Tsu Yat Pao).

SHANGHAI, Aug. 14th.—Marshal Yen Hsi Shan's condition is considerably improved.

## CHANG TSUNG CHANG.

(Wah Tsu Yat Pao).

SHANGHAI, Aug. 14th.—A message from Tientsin states that General Chang Tsung Chang is sending a personal representative to Peking to approach General Pei Chung Hsi regarding appropriate terms for his surrender to the Nationalists. He promises that he will fly the Nationalist flag if he is allowed to station his troops in the north-eastern part of Chihli.

## YANGTSE RIVER DISASTER.

## STEAMER SINKS WITH ALL HANDS.

## SEVERAL HUNDRED LOST.

[THROUGH REUTER'S AGENCY.]

HANKOW, Aug. 14th.

It is reported from up river that the Chinese steamer *Hsinhsutung* on her way to Ichang from Chungking struck a rock in the rapids and sank with all aboard.

There are no details, but it is believed that several hundred lives have been lost.

## FRANCE'S REVENUE.

## ENCOURAGING OUTLOOK.

[THROUGH REUTER'S AGENCY.]

PARIS, Aug. 14th.

The revenue returns for July totalled Frs. 4,200,000,000, showing an increase of Frs. 373,000,000 on budget forecasts.

For the first seven months the revenue totalled Frs. 23,927,000,000, showing an excess of Frs. 1,672,000,000 on forecasts and of Frs. 916,000,000 on the same period of last year.

## A MISTAKEN REPORT.

## ICE DAM STILL HOLDING.

[THROUGH REUTER'S AGENCY.]

SIMLA, Aug. 14th.

The Punjab Government states that the ice dam at Shayok has not burst.

It explains that the report published yesterday was based on a fire seen in the neighbourhood which was mistaken for one of the beacons which was to signal the bursting of the dam.

## BOARD OF TRADE FIGURES.

## THIS YEAR AND LAST.

[BRITISH WIRELESS SERVICE.]

ROGEE, August 13th.

British exports for July amounted to £20,835,000, being an increase of £1,412,000 compared with the previous month and an increase of £4,763,000 compared with July last year.

In the first seven months of this year, exports have increased by over £7,500,000 compared with the same period of 1927.

The imports for July amounted to £25,468,000, showing a decline of £3,901,000 compared with June.

For the seven months of this year the imports show a decrease of nearly £10,000,000 compared with the corresponding period of last year.

## JAPANESE TROOPS WITHDRAWN.

[THROUGH REUTER'S AGENCY.]

TOKYO, Aug. 14th.

The Imperial sanction has been obtained for the withdrawal of five companies of infantry from Tientsin.

It is expected that the withdrawal of the Sixth Division from Shantung will also be ordered shortly, as otherwise it will be necessary to organise winter quarters.

## LOAN FOR MANCHURIA.

[THROUGH REUTER'S AGENCY.]

TOKYO, Aug. 14th.

It is understood that the Finance Department through the South Manchuria Railway, is considering issuing a loan of about \$60,000,000 on the domestic market, after the situation in Manchuria has been stabilised. The Department intends to advance the proceeds of this loan to the Mukden Government for industrial and railway development.

## LATVIAN MATCH MONOPOLY.

## ALLEGED SWEDISH ATTEMPTS.

## A FORGED LETTER.

[THROUGH REUTER'S AGENCY.]

RIGA, Aug. 14th.

Several arrests are imminent arising from the newspaper publication of a facsimile of a letter, alleged to have been written by the Swedish Match Company to its representative here, in which a payment of £10,000 to the Minister of Finance and a local solicitor is mentioned in connection with efforts to obtain a monopoly in Latvia.

The police are actively searching for the original from which the facsimile was taken.

It is admitted that the letter heading and the signature of the Director at the foot are genuine, but the text is only pasted on the paper and is found to be a forgery. The newspaper which published the document represents the opposition which is campaigning against the proposed monopoly.

## DERELICT PLANE IN ATLANTIC.

## WRECKAGE SIGHTED BY VESSEL.

## FRUITLESS SALVAGE ATTEMPTS.

[THROUGH REUTER'S AGENCY.]

LONDON, August 14th.

A report has been received from the British s.s. *Seapool* on the arrival of the vessel at St. John's, Newfoundland that while steaming for St. John's on Sunday night, some 600 miles to the north-east of St. John's, an aeroplane was spotted from the bridge.

The machine was floating with one wing and a large portion of the fuselage awash. Efforts to salvage the plane failed owing to the darkness.

## THE RETURN FLIGHT.

## MURDOCH SETS OUT.

[THROUGH REUTER'S AGENCY.]

CAPE TOWN, Aug. 14th.

Capt. Murdoch has started on his return flight to England.

## GERMAN FLYING ENTERPRISE.

## EUROPE TO FAR EAST.

## OVERLAND AIR ROUTE.

[THROUGH REUTER'S AGENCY.]

Moscow, August 13th.

In order to demonstrate that possibilities of an overland air route between Europe and the Far East, the Soviet Government has accepted the offer of the German aviation firm, Luft Hansa, to make two flights from Moscow to Irkutsk and back.

The German firm will co-operate with the Russian Dorolet air service, which is already operating over a part of the route.

## REVOLUTION IN MINATURE.

## QUARREL OF TWO DIAMOND DIGGERS.

[THROUGH REUTER'S AGENCY.]

LONDON, August 13th.

The Brazilian Legation has issued a statement regarding the report that a revolution had broken out at Matogrosso, in which the Minister states that the stories are without foundation.

The Minister adds that it is possible that a personal dispute between two diamond diggers has been exaggerated.

## LONDON'S PERIL FROM THE AIR.

## BOMBERS PENETRATE DEFENCES.

## THRILLING NIGHT ATTACKS.

[THROUGH REUTER'S AGENCY.]

LONDON, August 14th.

"Seventy bombing aeroplanes attacked London. Seventy-two single-seater fighters were sent up to engage them, and the heaviest fighting followed, but it is not yet possible to assess the casualties. Some of the bombers succeeded in reaching London."

A terse official communiqué thus summarises the first (daylight) phase of the London air manoeuvres, which are to last throughout the week, in the form of day and night operations.

Only two out ten daylight bombing raids on London yesterday by the "Eastland" enemy forces were successful, the raiders "bombing" the petrol depot at Beckton, Essex, and the stores depot at Kidbrooke.

Havoc in Richmond Park. The raiders at night time, however, succeeded theoretically in causing havoc in Richmond Park.

Reuter's special correspondent, who flew in the leading machine of the enemy squadron, reports that they crossed the coast at Shoreham at 9.30 in the evening at an altitude of 9,000 feet and travelling at a speed of 110 miles an hour.

They were picked out by searchlights as they passed the ring of London's defences, but did not encounter any defending planes.

They descended to 1,000 feet over the Park, and released a hail of "bombs," after which they returned safely to the base in Hampshire. Hitherto the Eastland forces have suffered six casualties, the defending aircraft have "brought down" two of their machines and another has been forced to land undamaged.

## HARVESTERS FOR CANADA.

## 4,500 ALREADY ON THE WAY.

## QUICK WORK.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 13th.

The Ministry of Labour announces that the Canadian Government authorities have now accepted 10,000 men under the scheme whereby that number of unemployed was to be assisted to go to Canada for harvest work.

No fewer than 4,500 men have already sailed for Canada. This result has been achieved in the short space of a week by the close co-operation of the Canadian authorities, the steamship companies and their agents, and the Employment Exchanges.

## MOROCCAN COAL FIELD DISCOVERED.

## IMPORTANT FIND.

## TRANS-SAHARA RAILWAY.

[THROUGH REUTER'S AGENCY.]

CASABLANCA, August 14th.

Important coal deposits have been discovered to the south of Oudjda. The field has been prospected and is estimated to cover about 1,172 square miles, with a stratum 4 feet thick at a shallow depth.

The discovery is most important in view of the proposed construction of the trans-Sahara Railway. Large quantities of manganese have also been found between Taza and Oudjda.

## MOURNING RADITCH'S DEATH.

## COMMUNISTS TAKE ADVANTAGE.

[THROUGH REUTER'S AGENCY.]

VIENNA, August 13th.

It is reported from Belgrade that the Jugo-Slavian Parliament has unanimously voted in favour of the ratification of the Nettuno Convention with Italy.

A message from Zagreb states that the Police has arrested a number of Communist agents, who will be charged with taking advantage of national sorrow to promote unrest.

## SPEEDING UP THE MAILS.

## EXPERIMENT ON ATLANTIC.

## PLANE CATAPULTED FROM LINER.

[REUTER'S AMERICAN SERVICE.]

New York, August 13th.

The Transatlantic mail arrived in New York twenty-four hours earlier than usual to-day, as the result of the successful inauguration of the sea and air delivery service.

The mailbags were placed on a seaplane on board the French liner *Ile de France* at Havre.

At one o'clock this afternoon while the liner was still 450 miles from the American coast, the seaplane was catapulted from the decks and alighted in New York at 5.10 p.m. this evening.

A similar service will be maintained on both sides of the Atlantic from now on.

## NATIONALISTS IN INDIA.

## NEW CONSTITUTION DRAFTED.

## FULL DOMINION STATUS.

[THROUGH REUTER'S AGENCY.]

BOMBAY, August 14th.

A demand for Dominion status in the fullest degree is being made by the Indian Nationalists, a group of politicians headed by Motilal Nehru, Sir Tej Bahadur Sapru and Sir Ali Imam having drafted a Constitution on behalf of the Swajazis.

The scheme has been submitted to the President of the National Congress.

The Constitution drawn up demands *inter alia* the grant of Dominion status to India; the transference of political power from England to the people of India, and the establishment of a two-Chamber Parliament with supreme authority.

Among other proposals is a request that the Governor-General and the various Provincial Governors should be given the same status and privileges as the other British Dominions.

The document also suggests the establishment of an Indian Defence Committee to assume control of the fighting services.

## HARROW BOYS AS ENGINEERS.

## MAKING OWN MACHINES IN THE SCHOOL.

Harrow School is shortly to become self-supporting in everything mechanical. When the addition of a foundry and a testing shop to the existing workshops has been completed, it will be possible to make anything from a pin to a 5-h.p. engine.

The improvements will cost about £2,300 and are the result of a growing interest taken in all branches of engineering.

More than 50 boys are now working in the shops. They are able to learn electrical and steam engineering, as well as carpentry and woodwork. The work is mainly voluntary, though some of it is done in school hours.

"It will soon be possible for the boys to make complete engines up to 5-h.p.," said an instructor to a *Daily Mail* reporter. "Hitherto we have not been able to make the actual castings themselves. The boys often take the engines they make home and use them for pumping water and supplying power to small workshops and for similar purposes."

They will certainly be in a position to produce engines useful in Harrow School or anywhere else, but as they are their own they will probably prefer to take them home.

## POLICE METHODS ENQUIRY.

## ROYAL COMMISSION APPOINTED.

## OUTCOME OF SAVAGE CASE.

[THROUGH REUTER'S AGENCY.]

London, Aug. 13th.

As promised by Sir William Joynton-Hicks, the Home Secretary, following the disclosures in the sensational Hyde Park case in which Sir Leo Chiozza Money and Miss Irene Savage were involved, a Royal Commission has been set up to enquire into Police methods.

The personnel is as follows:—Viscount Lee of Fareham, who was chairman of the Committee on Police Pay and Pensions, in 1923.

Sir Reginald Lane-Poole, the well-known historian, who was knighted on the King's Birthday this year.

Sir Howard Frank, the head of the famous auctioneering firm of Knight, Frank and Rutley, previous Director-General of Lands for the War Office.

Dame Meriel Talbot, the Intelligence Officer of the Overseas Settlement Department.

Lord Ebbisham, formerly Sir Rowland Blades, who was Lord Mayor of London in 1926-27.

Mr. J. T. Brownlie, the President of the Amalgamated Engineering Union.

Mr. Frank Pick, the Administrative Chief of the London Underground Railway group; and

Miss Margaret Bevan, who is the present Lord Mayor of Liverpool.

The Commission will consider *inter alia* the practice followed by the Police in interrogating or taking statements from persons interviewed during investigations of crime, and also the functions of the Director of Public Prosecutions.

## POLICE BESIEGE CONVICT.

## SHOTS AT FORMER WIFE.

## JEALOUSY AT HER ENGAGEMENT.

BERLIN, July 25th.

A battle between Albert Flattau, an escaped criminal, and a body of police raged for two hours this morning in the courtyard of a house in Monbitz, a working-class suburb of Berlin.

Flattau had escaped from the prison at Brandenburg, where he was serving a sentence for robbery and for firing at a policeman who surprised him and his gang while breaking into a jeweller's shop.

After escaping, Flattau came to the home of his wife, who had divorced him when he was sent to prison, and begged her to shelter him. There he found a workman from the United States, Martin Von Halden, to whom Frau Flattau became engaged two months ago.

At 3 o'clock this morning he returned, and when Frau Flattau opened the door cried, "You have betrayed me!" and fired a shot at her. It missed, and as she fled shrieking with her child in her arms he fired again and again without effect.

## Shot 11 Times.

Von Halden rushed out of his room and was met by Flattau, who shot him eleven times. Frau Flattau gave a quantity of her blood for transfusion, but no hope is entertained of Von Halden's recovery.

A man who rushed from another flat to try to overpower Flattau was also shot down and is in hospital. When the police arrived Flattau fired a volley at them and rushed up a narrow staircase of the house and attempted to enter by a window.

Flattau's shots forced them to abandon the attempt. Flattau took shelter in an attic and erected a barricade of boxes and furniture, from behind which he kept up a constant fire at the police.

They were forced to climb to the roof to carry on the siege. After two hours Flattau cried that he would stop firing. He was exhausted from wounds he had received and was arrested.

## PRINCE CAROL IN BELGIUM.

BRUSSELS, July 20th.

This morning in the Roman Catholic chapel attached to the Hotel d'Ardenne, Houyet, where he is staying, Prince Carol of Rumania caused a special Mass to be celebrated in memory of his father, to-day being the first anniversary of King Ferdinand's death. There was no Rumanian priest available to celebrate the service according to the rites of the Orthodox Church.

In addition to the Prince, who was greatly affected during the service, there were present Mme. Lupescu, M. and Mme. Joneescu, and 18 other persons, mostly Rumanians.



## GOLF.

## ROYAL HONG KONG GOLF CLUB.

## FANLING.

Captain's Cup—4th-6th August.  
R. H. Hollis 83-10-73 qualifies.

Other scores:  
A. H. Ferguson ... 51-3-78  
A. Leach ... 85-10-78  
H. A. Lamert ... 94-15-79  
23 entries.

Bogey Pool—4th-6th August.  
F. A. Redmond (6) 1 up wins.  
9 entries.

## HOCKEY.

The Machine Gun Company, H.K.V.D.C., are playing a return match with the K.O.S.B. Sergeants' Mess at Murray Parade Ground at 5.45 p.m. sharp on Monday, August 20th. Machine Gunners will play in whites and be represented by the following:—W. J. Lockhart Smith, O. E. C. Martin, H. V. Parker, D. A. Rushton, E. J. R. Mitchell, T. S. D. Whitely, H. Owen Hughes, V. W. L. Stanion, C. C. Francis, G. R. Vallack and G. P. Lamert. Reserve: K. H. Baiger.

## SHOCK FOR RED AGITATORS.

TOLD TO FIND MORE MONEY.

## NO FREE RETURN TICKETS.

Riga, Latvia.  
Because Stalin, the virtual Dictator of Russia, has refused to open the coffers of the Bolshevik treasury to supply delegates to the Communist International Congress with large funds for secret revolutionary activities abroad, there is dissatisfaction among the high-grade Communist agitators who are at present attending the congress in Moscow.

Some delegates even complain that while their railway fares were paid to Moscow, they were expected to pay their own fares back. In the lobbies of the congress the chief theme of discussion is how can world revolution be arranged without money, and plenty of it.

Value For Money.  
Stalin's instructions to the conference that further subsidies would not be forthcoming unless the members could produce revolutionary crisis is causing much bitterness. His action in putting the world revolution upon a self-supporting basis is due to the decrease of revolutionary propaganda during the past two years.

Since the expulsion of Zinovieff as leader of the Communist International this institution has been feeling the pangs of poverty, practically all its resources being expended in enlarging the staff of agitators in such countries as India and China.

While the pleas of the Eastern delegates for funds obtain a sympathetic ear, the requests from Europeans receive the curt order to raise funds.

## WESTMINSTER ABBEY VANDALS?

## CHIPS IN STONEWORK AT MAIN ENTRANCE.

Who are the vandals who chip away the stonework of Westminster Abbey and carry away the pieces as mementoes? asks a Home paper of July 21st.

Within the last week or two several large chips have appeared on a column to the left of the main entrance to the Abbey, while some of the carved stonework, less than 6 feet from the ground, looks as though pieces had been hacked away with an instrument.

No one has apparently seen these vandals at work. A police constable on duty outside the Abbey told a reporter that he had never seen anyone doing it. When shown the white chalk marks in the grey stone he declared that he had not noticed them before.

An official of the Abbey said: "There is not nearly so much of this sort of thing as there used to be, there are too many keen eyes watching. We have often had requests for pieces of stone to make foundations for churches, and we have sent them, during repairs, even as far as America. It is possible that it was not the work of vandals, but merely the effect of the weather on the stone."

But the three gables in one pillar appear too clean cut and new for that.

## THE LAST TEST.

## WEST INDIES COLLAPSE.

## ENGLAND'S EASY WIN.

[THROUGH REUTER'S AGENCY.]

London, Aug. 13th.

England was in a very strong position as the result of two days' play in the last Test Match, as the West Indies were 139 runs behind with 6 wickets to fall in their second innings.

In reply to a score of 238, England had made 155 for one wicket on Saturday. Sutcliffe had been dismissed for 63, and Hobbs was 89 not out. On Monday Hobbs raised his score to 139 before losing his wicket, while other leading scorers were Ernest Tyldesley 73 and Tate 54. The innings closed for 438. Griffith with 6 for 103 and Francis (4 for 112) shared the wickets.

The West Indies, faced with the task of making 200 to avoid the innings defeat, started disastrously, and had lost 4 wickets for 81 at close of play.

The end was not very long delayed on Tuesday, Martin (41) being the only batsman to offer any resistance. The innings closed for 129, leaving England the winners by an innings and 71 runs.

The bowling figures were:—  
Lawwood ... 3 for 41  
Tate ... 3 for 27  
Freeman ... 4 for 47

## CANCER IN TALL PEOPLE.

## SIGNS THAT THEY SUFFER MOST.

## SIX-MONTHLY TESTS AFTER 40 URGED.

Striking statements on cancer were made at the concluding discussions at the International Conference organised by the British Empire Cancer Campaign at the Royal Society of Medicine, Wimpole-street, London, W.

Some of the points made by the speakers are:—

Sir THOMAS HORDER, Physician-in-Ordinary to the Prince of Wales:—

The significance of dyspeptic symptoms in adults who have been previously free from them can scarcely be emphasised too much. It is a clinical fact of fundamental importance that, again and again, we find the early symptoms of cancer of the stomach and colon arise as the first deviations from the normal in the digestive functions.

A Local Disease.  
Sir BENJAMIN MOYSEWITZ, the famous surgeon:—

We should emphasise that cancer is a local disease—where there is no exception—and where it is accessible it is always curable. The public itself needs education. The fear of cancer is the king of terrors. If we tell the people the truth—that it is not cancer they need fear but the dread of cancer—the truth will set them free.

Dr. EDMUND SPENCER, of Ruthin Castle:—

If in middle-aged or elderly people a new dyspepsia does not go after six weeks of treatment the person should have what the indignation is. Not every case of dyspepsia should be regarded as cancer, but after six weeks if it is still present, both patient and doctor should be roused to lose no time.

Professor D. P. D. WILKIE, of Edinburgh:—

It is generally becoming borne in on the profession and the public that when an individual reaches the age of 40 it is desirable that a medical examination should be carried out once every six months to determine that all is well and to exclude the presence of disease in an early stage.

## Racial Comparisons.

Professor A. PITTARD, of Geneva:—  
The higher cancer rate of London compared to New York must be due to a higher proportion in London of the Nordic type. There appeared to be much more cancer in the northern countries than in the southern. Although the anthropological records are very inadequate in the British Isles, comparisons show that the tallest human groups seem to show the highest rates of mortality from cancer.

Lieut.-Col. F. E. FLEMING, M.P., the chairman at a discussion:—  
One thing that statistics at this conference have shown is that there are no artificial differences pointing towards a differentiation in mortality from cancer between meat eaters and non-meat eaters.

## THE SECOND TEST MATCH.

## ONE-SIDED GAME.

## MODERATE QUALITY CRICKET.

## ENGLAND'S SINGLE INNINGS WIN.

Dull, melancholy dull. That is a fair description of the West Indies innings. It had been said with a good deal of reason that the team have lost several of their matches because they have little control over their batsmanship. They have indulged recklessly in the hit-or-miss game; but the contrary was the case on the first day of the second test match at Old Trafford. It was as if they had made up their minds that they could not win but were determined to do their best to fight for a draw.

So they settled down to stonewall. In vain V. W. C. Jupp, J. C. White, and Freeman tossed the ball farther and farther up to the batsmen, even to the extent of sending glaring half-volleys naked and unashamed. The batsmen were adamant.

Bad Judgment in Ending.  
England's captain, A. P. F. Chapman, was slower to change his bowling than his custom, and he was a long time before he realized that Freeman and White have their possibilities. It must be said, however, that the opening pair, Tate and Hammond, for a long period beat the batsmen frequently without hitting the stumps.

Bad judgment in running cost the West Indies their first wicket, after an hour had passed with only 48 runs in the score-book. No one with judgment tries for a sharply run single when the ball is hit straight to Hobbs. He may be 40 years of age, but he has not lost the knack of picking up the ball and returning it in one action. That's what happened when Challenger was run out.

L. N. Constantine falls.  
A team who have won popularity because of their brightness suddenly scorned their natural gifts and played as if they had all reached the age of 80.

O. C. Scott was brighter than some of the others, but the only West Indies batsman who put the bat against the ball with any vigour was C. R. Browne. In a few merry minutes he hit up 23 out of 25.

Considering the elaborate care taken, a total of 206 was very poor on so good a wicket, and before the day was over Hobbs and Sutcliffe had hit off 84 of the small total.

Although they gained a big lead on the first innings, the England team did not cover themselves with glory.

To begin with, the batting was generally dull. The West Indies fielding was not so good as usual, although things of brilliancy were done, and it was perhaps because the fast bowlers kept the ball so frequently well outside the off stump that runs came at times very slowly from the England team.

The fast bowlers in this case were more energetic than accurate, and the slow-medium, well-devised bowling schemes of C. R. Browne provided some of the most interesting cricket of the day.

England had one piece of bad luck. A. P. F. Chapman, after making only three runs, strained a muscle and it is doubtful if he will be able to play for some time. In his absence J. C. White captained England when the West Indies went in for their second innings.

## Hobbs Takes Chivalry.

It was very interesting cricket by which Hobbs and Sutcliffe brought England's total from 64 to 119 before the first wicket fell in the morning. They did not exactly hit the ball hard and often, but they made good strokes and incidentally they made some bad strokes.

Jardine started well, but after a time he showed more style than effect against the fast bowlers. His strokes were academically correct—perfectly straight feet, placed in strict accordance with the text book—but he could not get the ball past the fieldmen except by means of an occasional single.

Nor was Hammond in his happy mood, although the pitch was again of the superlative type—25 yards of marl-faked perfection, in fact.

Presently the game brightened. Jardine began to play beautiful cricket of the behind-the-wicket type. He deflected rather than hit. But just when he seemed set for a century he was run out through no fault of his own. It was Jardine's call, but Tate suddenly seemed to suffer from a fit of absent-mindedness. He stood still like a figure of wax. Jardine was at the same end with him. Tate did not leave his crease, and Jardine had no chance to get to the other end again. It was one of cricket's blunders which inevitably happen now and then.

After that England's innings had little of distinction. Tate, obviously upset by the run-out episode, made a few fine strokes and a number of poor strokes. V. W. C. Jupp was pover happy, and White often mistimed badly in the course of his 51. It was all rather inglorious.

## The Last Innings.

The West Indies made a very bad start when they went in a second time, since they lost their first two wickets for two runs.

J. C. White and Freeman bowled their aces so cunningly that batsmen after batsman was guilty of hitting at the wrong type of ball, often the trap was obviously baited—the book should have been seen in most cases behind the wicket, as it were, by the sort of eyes that are considered good enough for Test matches.

But discretion was rare and the match was ours long before the luncheon interval.

The English fielding was better than of the previous days, and one of the best memories of the match was left by the catch with which Hammond caught Griffith in the slips. The ball was travelling at the speed limit, wide of the fieldman, but Hammond with a lightning like jump managed to get his hands to it.

West Indies.  
First Innings:  
G. Challenger, run out ... 24  
C. A. Roach, lb.w., b Freeman ... 50  
F. H. Martin, run out ... 21  
W. H. St. Hill, c Jupp, b Tate ... 3  
E. L. G. Hoad, lb.w., b Jupp ... 13  
L. N. Constantine, lb.w., b Jupp ... 17  
C. R. Browne, c Whyall, b Freeman ... 23  
O. C. Scott, c Chapman, b Freeman ... 29  
G. N. Richards, b Freeman ... 1  
H. C. Griffith, not out ... 17  
Extras ... 17  
Total ... 206

Second Innings:  
G. Challenger, c Elliott, b Hammond ... 0  
C. Roach, c Jardine, b Tate ... 0  
F. H. Martin, c Hammond, b Freeman ... 32  
W. St. Hill, c Hammond, b White ... 38  
E. L. G. Hoad, lb.w., b Freeman ... 4  
G. N. Richards, c Tate, b Freeman ... 11  
L. N. Constantine, c Sutcliffe, b Freeman ... 18  
C. R. Browne, c Elliott, b White ... 7  
O. C. Scott, not out ... 3  
H. C. Griffith, c Hammond, b White ... 2  
Extras ... 2  
Total ... 115

Bowling.—First Innings:  
O. M. R. W.  
Tate ... 35 13 68 1  
Hammond ... 6 2 18 0  
Freeman ... 23 18 54 5  
Jupp ... 18 5 39 2  
White ... 13 6 12 0

Second Innings:  
O. M. R. W.  
Tate ... 9 4 10 1  
Hammond ... 6 0 23 1  
Freeman ... 18 5 39 5  
White ... 14 3 41 3

Fall of Wickets.—1st Innings:  
1/48, 2/100, 3/105, 4/113, 5/129, 6/135, 7/155, 8/185, 9/203, 10/206.

2nd Innings:  
1/0, 2/2, 3/57, 4/61, 5/71, 6/79, 7/83, 8/108, 9/115, 10/115.

England.  
First Innings:  
Hobbs, c St. Hill, b Browne ... 53  
Sutcliffe, c Nunes, b Griffith ... 54  
Tyldesley (E.), b Browne ... 3  
Hammond, c Roach, b Constantine ... 63  
D. R. Jardine, run out ... 33  
A. P. F. Chapman, retired hurt ... 3  
Tate, b Griffith ... 28  
V. W. C. Jupp, c Constantine, b Griffith ... 12  
J. C. White not out ... 21  
Elliott, lb.w., b Scott ... 6  
Freeman, lb.w., b Scott ... 0  
Extras ... 25  
Total ... 351

Bowling.—First Innings:  
O. M. R. W.  
Constantine ... 25 6 83 0  
Browne ... 23 2 72 2  
Griffith ... 25 7 60 3  
Jupp ... 9 2 0 23 2

Fall of Wickets.—First Innings:  
1/110, 2/124, 3/131, 4/251, 5/285, 6/311, 7/328, 8/351, 9/351.

## MEDIUM'S WHITE CHIEF.

## LIVED 400 YEARS AGO.

## BUT TALKS AT HER SEANCES.

## HER STORY IN FORTUNE TELLING CASE.

Mrs. Cantlon, the Spiritualist medium, went into the witness-box at Westminster Police Court when the proceedings were resumed before Mr. Oulton of the case in connection with the London Spiritualist Alliance, Ltd., of Queensberry Place, South Kensington, S.W.

Mrs. Cantlon, who is engaged by the Alliance, is charged with having on three dates "professed to tell fortunes"; and Miss Mayoy Phillimore, secretary of the Alliance, is charged with "aiding and abetting, counselling and procuring."

The White Chief of the Sioux Tribe, who, Mrs. Cantlon said, was her "control," again figured prominently in the proceedings. Mrs. Cantlon said she existed 400 years ago, and she believed that his spirit would attend in Queensberry Place at any hour of any appointed day.

## "I WAS UNCONSCIOUS."

## MRS. CANTLON DENIES ALL KNOWLEDGE OF HER TALK.

When the proceedings were opened Sir Patrick Hastings, K.C., said that he now appeared only for Miss Phillimore. Mrs. Cantlon was represented by her solicitor, Mr. Bullock.

Miss Lillian Wyles, inspector of women police, who in the Savidge inquiry was referred to as the "Seaguard Yard" "comforter," was cross-examined by Mr. Bullock.

"Are you a believer in spiritualism?" he asked.

Miss Wyles: I do not disbelieve in it.

Was your object in visiting Mrs. Cantlon to secure evidence upon which to found a conviction?—Not at all.

When Mrs. Cantlon experienced the convulsive jerk was it your impression that she was acting?—No, I should not like to say she was acting. It was very naturally done. [At the last hearing Miss Wyles said that Mrs. Cantlon, after leaning back in the chair, gave a convulsive movement.]

Do you consider that the condition of Mrs. Cantlon after the convulsive jerk was one which could be readily simulated by an impostor?—Yes, I think so.

Was your impression of the interview with Mrs. Cantlon that she was an impostor?—Well, she did not tell the truth.

Mr. Roome: Did you go with any other object than to observe what took place at the sitting and to make a true report?—That was my object.

Policewoman Violet Ritchie, attached to Bow Street Police Station, gave evidence of visiting the house in Queensberry Place. Miss Phillimore, she stated, said to her:—

"Don't expect too much for the first time. Don't be too critical; the result will be much more satisfactory if you try not to become excited. As this is your first sitting, Mrs. Cantlon may do autograph writing for you, but she sometimes goes into a trance."

Miss Ritchie said that Mrs. Cantlon said to her: "You look as though you can dance. Are you on the stage?" She replied: "I am not on the stage, but my sister is."

Mrs. Cantlon then shut her eyes, leaned forward, and began to breathe heavily. She said her control was the White Chief. "Speak to him and he speak to you," Mrs. Cantlon changed her voice and spoke in broken English. She said: "White Chief, speak, lady. I let the name Bobbie."

"How queer. That is my nickname," Miss Ritchie said, she replied.

Mrs. Cantlon, Miss Ritchie said, continued: "I see your sister dancing. She is fair and slim, with a lot of point on her face. She has a delicate chest. I am pleased to see her because she loves you. This is how she has a mercurial temperament."

Mr. Roome: Has your sister a delicate chest?—No.

Mrs. Cantlon then asked: "Do you recognise the name Gerald?" She (Miss Ritchie) replied: "No." Mrs. Cantlon then said, "Arthur," and she said: "Yes."

Joined The "Other" Choir.  
Mrs. Cantlon told her that "Arthur" used to sing well in life. He has now joined the choir in the "other world."

Yes, but is there only one choir? Miss Ritchie said that she only knew an uncle whose name was Arthur, and he died before the war. He was not a good singer during his lifetime.

Mrs. Cantlon asked her: "Is your husband a Jew?" She did not answer, and Mrs. Cantlon then proceeded: "I see a man of medium height, dark hair, fat, dark eyes, and an aquiline nose—is your husband. He is a man of business with plenty of money. He is fond of you, but awfully jealous."

Mr. Bullock, for Mrs. Cantlon, said: "She is an earnest believer in spiritualism, and has practised as a trance medium. Everything she has done has been bona fide in the exercise of her function as a spiritualist and trance medium. She has devoted valuable years of her life to the study of spiritualism."

It is well known to spiritualists that Mrs. Cantlon has assiduously developed "mediumistic" powers. She claims that she is able to pass into a state of self-induced trance, which in its deeper stages involves complete unconsciousness.

Mrs. Cantlon and her sister being the only individuals in the room, it follows that she is quite unable to confirm or deny any statements made by the witness to what took place during such periods or as to any behaviour on her part throughout that condition.

Mr. Bullock said that provided any charges as to Mrs. Cantlon's veracity and honesty were withdrawn, he would be willing to advise her to plead guilty to a technical offence.

Mr. Oulton: On the evidence before me I should hesitate to come to the conclusion that there was an intention to deceive. I do not think the evidence is sufficiently strong for that.

Mr. Roome said that he could not see his way to withdraw the suggestion that Mrs. Cantlon was an impostor.

## Mrs. Cantlon's Evidence.

Mrs. Cantlon, in the witness-box, said that she first took an interest in spiritualism 43 years ago and had devoted the intervening period to developing mediumistic powers.

Mr. Bullock: Is your object in devoting your life to spiritualism to prove the fact of the reality of a life beyond the grave, through mediumship?—Yes.

Mrs. Cantlon said that she did not rely on fees.

Mr. Roome (cross-examining): Do you think it honest to charge 17s. 6d. to Miss Wyles for the information you gave her?—I did not charge it. The fees are nothing to do with me. The fees are in the hands of Miss Phillimore.

She added that she received 12s. 6d.

Do you think that honest for the information you gave?—I do not know what information I gave. I was unconscious.

Can you tell the court anything about the White Chief?—I have never seen him. I only know about him from what my sisters tell me.

Did he ever live?—Certainly. He was a member of the Sioux tribe about 400 years ago, when the white settlers first went into his country.

"He Will Come."  
Do you tell the court that the spirit of this native who lived 400 years ago is prepared to attend at 16, Queensberry-place by appointment?—Yes, I do. I know that he will come.

Don't you think it stupid that he should not have seen that Miss Wyles was a policewoman?—No. He was not on the look-out for traps. Understanding psychic mediumship and its science, I am not surprised.

Why should he say he had a husband and proceed to describe him?—I am not in a position to say that I did tell Miss Wyles that.

Do you find that married women come to you over matrimonial troubles?—No. They come for investigation into the spiritual world to find their friends.

Is it not a very safe guess if a married woman comes to you that she is having some trouble with her husband?—No. And in any case, do not guess. This woman came to trap me, and they got what they came with. They got utter futility. I am not surprised, considering the spirit in which they approached me.

You ask this court to believe that you have no knowledge of what you said to this woman?—Yes, I do, most emphatically.

Then why should you ask each of them the time?—That is the first time that I have ever heard of that in any sitting.

Mr. Oulton's Suggestion.  
Why should White Chief want to know the time? Did he want to catch the Ghost Train? (Laughter.)

Mrs. Cantlon did not answer.

Mr. Oulton indicated that he would be prepared to deal with the case in a lenient way, but Sir Patrick Hastings objected.

If Mrs. Cantlon were convicted, he said, it might mean the end of the Spiritualist Alliance, and he proposed to call a great deal of evidence. He would have to call Sir Oliver Lodge and Sir Arthur Conan Doyle to prove the absolute freedom from fortune-telling in the Alliance since its inception.

The case was then adjourned.

## "PAY-BEDS" FOR HOSPITALS.

## MODERATE-PRICED ILLNESS PLAN.

## CATERING FOR THE MIDDLE CLASS.

The special committee appointed by the Prince of Wales, as president of King Edward's Hospital Fund for London, to inquire into the question of hospital accommodation for persons prepared to pay more than ordinary voluntary hospital patients, states in a report issued that it has been made abundantly clear that there is an unsatisfied demand for more "pay-bed" accommodation.

The committee, consisted of Sir John Rose Bradford, Sir Bernard Mallet, Mr. V. Warren Low, and Professor Winifred C. Cullis. The late Viscount Hambleden was originally chairman.

New Word Coined.  
"Pay-bed" has been coined by the committee because the alternative "paying patients" is ambiguous now that so many ordinary patients contribute according to their means.

In London, the report states, there are now 1,055 pay-beds in 80 hospitals, and the estimated need is more than 6,000.

Evidence of the need for more beds for the professional and middle classes at from 24s. to 28s. weekly was given by hospitals that have pay-beds, from hospitals that have none, from medical witnesses, and from representatives of various professions and sections of the middle classes.

Patients who could afford the cost of pay-bed accommodation, the committee states, are sometimes admitted into the ordinary wards of hospitals because they need full hospital facilities.

As regards class of accommodation there is most frequently a desire for single-bedded rooms if these can be provided cheaply enough. The largest demand comes from two sections—those who have a rather higher income than the ordinary hospital patient but cannot afford the full cost of a pay-bed and a medical fee, and those who can afford up to 24s. weekly and a moderate fee. There is also a demand from those who can afford nursing home charges but who cannot readily obtain elsewhere the facilities which a hospital provides.

Several witnesses laid stress on the advantages which patients can obtain at a fully staffed and equipped hospital as compared with the great majority of nursing homes. These include lifts, operating theatres, facilities for X-ray and other examinations and treatments under the same roof, and usually a resident medical officer.

Insurance Scheme.  
To help persons of moderate means to pay for beds the committee advises the introduction of a mutual insurance scheme whereby subscribers would be entitled to agreed sums in respect of modified medical and surgical fees and the cost of a pay bed.

The committee recommends that voluntary hospitals should add pay-beds for the middle classes by means of fresh accommodation and not by using the beds now occupied by the sick poor.

Regarding pay-bed accommodation for the well-to-do the committee states:—

In view of the difficulty of obtaining full hospital facilities except at beds connected with hospitals this might well be provided on a limited scale by voluntary hospitals, provided that the accommodation is not required for ordinary patients or cannot be maintained for them; that priority is given to provision for those of moderate means; and that the charges to the well-to-do are sufficient to cover the whole cost of the beds provided for them, including rent and interest on capital, and to yield a profit available for other purposes of the hospital.

CHILD DROWNED IN SWIMMING POOL.

At a Greenwich inquest on Dorothy Ada Conoley, aged 8, of Union-road, Rotherhithe, S.E., whose body was recovered from the open-air swimming pool at Southwark Park on Thursday, Florence Eyre, the attendant, said that she did not notice the child as there were about 200 bathers during the evening.

She found some clothing when she went to close up, and looked into the shallow end of the bath, but could see nothing.

The jury returned a verdict of Accidental Death and added that Eyre was deserving of praise for her having made a thorough search when she found the child's clothing.



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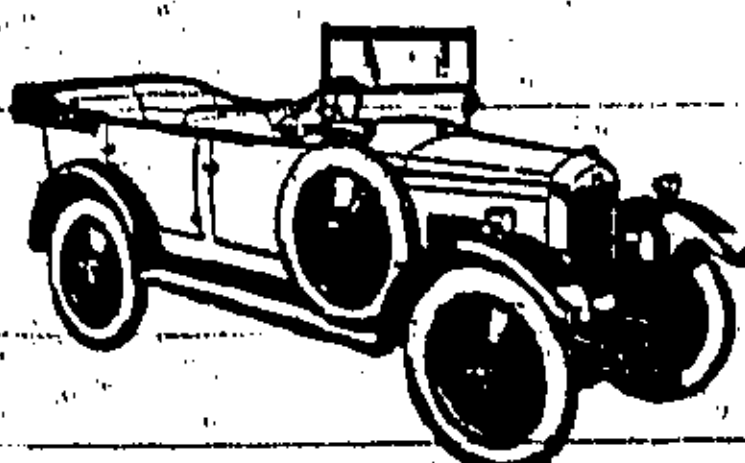
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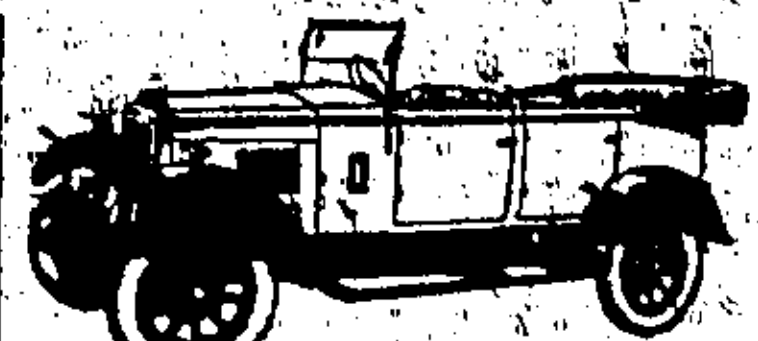
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# MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—Hand Signals—The White Line Round Corners—Our Roads "Good"—Street Accidents—Motor Business in Japan—British Cars in America—Motor Cars and Radio Sets in Sweden—Forty Years Old—Car Marks—Running Out—Safety First for Motorists—Berths in British Motor Coaches—Fewer Stables and Fewer Flies.



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## MOTOR NOTES.

### HAND SIGNALS.

CARELESS DELAY MAY  
RESULT IN ACCIDENTS.

Driving behind a car in a crowded district is certainly not an enjoyable pastime, and still less so when the driver in front is slow in giving the hand signals. In many cases the drivers neglect to do this duty. The drivers of public vehicles in the Colony are perhaps the worst offenders. Time and again they are guilty of putting out a hand at the very last moment before they turn. The warning should, of course, be given at a reasonable distance from the turn which it is intended to negotiate.

## THOSE BABY CARS.

Many papers have had a good deal to say lately about the baby cars that several manufacturers are supposed to be about to build. The Austin Seven has been threatened with a flood of imitations, in type if not in details of design, and we have been told once again that the new models are going to drive the sidecar outfit off the market.

We have heard that before, although without very much effect, and I do not suppose that makers of motorcycle sidecar outfits are losing much sleep—if any—over the present excitement. From what I hear from my friends in the car world it does not look as if the next Olympia Show will be exactly packed with new "Sevens" at competitive prices, and even if it were the sidecar would no doubt hold its own pretty well, as no small car can ever touch it for all-round performance and economy.—"CARBON," in *Motor Cycling*.

## THE WHITE LINE ROUND CORNERS.

At nearly every corner on the road to Repulse Bay white lines have been painted. The presence of these white marks certainly gives the driver a feeling of safety that he is within his area and that the unseen car coming in the opposite direction will probably also keep to its side and thereby obliterate any danger of a collision.

### A NAME WANTED.

It is curious that so far a single word has not been coined to describe a "filling station." The use of the phrase, says *The Light Car and Cyclecar*, illustrates the conservatism of the national mind. Motorists have never taken kindly to the word "fuel," which is more popularly associated with wood and coal. Nor is the word "depot" any more to their liking, and one can see that "fuel depot" would have no chance of being adopted.

"Gas," as applied to motor spirit, is an alien word which obtains no lodgment in Britain, and "juice" is hopelessly slangy. "Filling station," like Topsy, seems to have "grown," and there is certainly no ambiguity about its meaning. Yet "chauffeur" and "garage" came to help us, and perhaps something as slick may be discovered for the newer term.

### DRIVING COMFORT.

I suggest, says a writer in *The Light Car and Cyclecar*, that if you had to choose an armchair for a five-hours sitting you would choose one as unlike the average seat of a car as possible! Why? Because your spine when sitting really at ease does not preserve its "fore and aft" curves; it resolves itself into one gentle curve, varying in individuals, and not unlike a very shallow letter C. But on many, many cars the seat squab is shaped to fit a human back only when held in the position of a Guards' sergeant on parade. No wonder some of us feel fatigued after a couple of hours at the wheel!

The driver's seat squab should be either perfectly flat or slightly concave, and not in any way convex or shaped. It should be tilted back at a slight angle, which should be adjustable. The seat must be made to slide in, order to get the comfortable angle of the legs for people of different heights.

Lastly, some form of support is required for the arms. They tire quickly if hanging continuously by their own weight from the wheel. An armrest for the right arm and the wheel low enough for the left forearm to lie on the lap meets this point.

## AIR LOSSES FROM PNEUMATIC TYRES.

Some laboratory and road tests recently made with pneumatic tyres have led to the opinion that the normal loss of air pressure from a tube as the result of diffusion can be said to be an average of 10 per cent. per week. The subject is one of considerable interest, not only to motorists, but to all users having commercial vehicles equipped with this form of tyre, for, although the tests were carried out with high-pressure and low-pressure tyres used for private cars, the results would probably be practically the same in bigger tyres, as in many of the giants the pressures are correspondingly higher.

It is interesting, says *The Commercial Motor*, to note that as the pressure decreases, due to leakage, so the quantity of air lost also diminishes, but the amount is still 10 per cent. of the pressure. Apart from the diffusion leakage, which is impossible to arrest, there is always the question of that from the valve, and this is often far greater than should be the case. Each time a tyre is inflated the plunger seating, or seal has to be broken to permit the entrance of air and, in some cases, a small particle of dirt mixed with grease is admitted or becomes lodged upon the rubber gasket and prevents the valve from seating correctly; of course, if proper valve caps be employed and kept tight, this should have no effect upon the amount of air lost.

### OTHERWISE AN OPTIMIST.

"Dad," said John, "what is a superhuman?"  
"He's one," my son," replied his dad, "who can still think of it as a pleasure car while changing a tyre in the pouring rain."  
"CONTACT," in *The Motor*.

## OUR ROADS "GOOD."

OPINIONS OF LEYLAND AND THORNYCROFT EXPERTS.

COMPARABLE WITH MANY OTHER COUNTRIES.

The writer had the opportunity of meeting representatives of two of our biggest Motor Truck Manufacturers at Home whose productions also include heavy passenger coaches. Both have had experience of roads all over the world and their opinions of our highways are therefore of special interest.

Mr. S. Howard, of Messrs. Thornycroft, Ltd., who is at present assisting in the assembling of five new 35-seater Thornycroft "buses" (U.B. Type) for the Kowloon Motor Bus Company, has travelled extensively in China. He remarked that there are very few places in the Far East which can boast of such good roads as we have on both sides of the Harbour. "It is true," he said, "that the cambering of the corners in many cases need a little attention, but otherwise there is nothing that can be complained of."

His answer to a question about the use of sand at the corners was cynically humorous. His reply was "Oh the Dunlop people are at the back of that!" However, he also remarked that a mixture of tar and another chemical was obtainable from the big Petroleum Companies and could be used in place of the sand. Mr. Howard was very pleased with the road surface at Kowloon, and is of the opinion that it would be possible to run double decker buses without any fear of destroying the road.

### Leyland's Representative.

Lt.-Col. B. Woodhouse, O.B.E., the representative of the Leyland Motors, Ltd., for the Far East and Australia, has been out East for a little over six months and is very satisfied with the manner in which the British motor industry is progressing in the East. Mr. Woodhouse, as he prefers to be called, has been associated with the motor industry for some 30 years, and during the Great War was attached to the Royal Artillery Section and "looked after" the tractors and other motors for hauling guns. He has spent a few years in Australia and made one or two interesting references to the motor trade "down under."

He was very pleased with our roads and remarked that compared to the roads of Australia we had nothing to grumble about. He also is of the opinion that double decker buses would do no harm to our road surface, and in reply to the question of safety said that if the Metropolitan Bus Service of London and Glasgow were permitted to run these type of buses, he was confident that they would meet with favour at any other city. "There are corners as bad as Hong Kong's in London, and they do not cause any anxiety to the public whatever."

His only suggestion as to an alternative for sand on the roads was concrete. The sand would have little or no effect on such roads which in many cases are three feet thick. However, he agreed that although the ideal type of thoroughway it was a more than many a city could afford.

## BERTHS IN BRITISH MOTOR COACHES.

LONDON, July 22nd.  
To the buffet and lavatories which have long been provided in long-distance motor coaches are now added sleeping accommodation.

The new buses plying between Newcastle and London at night henceforth will be fitted with sleeping berths, arranged in tiers, six on each side. The fares are below third-class rail rates.

### SOME FATHER!

A lady reader vouches for the following yarn. Touring not long ago in Norfolk, she met a solo motor-cyclo, driven by a girl. On the pillion was a man, carrying a baby. That combination is scarcely common, but what nearly sent my informant straight into the hedge with excitement and indignation was the fact that papa was holding his wicked offspring upside down. She asked me to comment on the outrage—but to do so effectively would be to sully these fair pages!—"CARBON," in *Motor Cycling*.

## BRITISH CARS IN AMERICA.

AMERICAN MOTORISTS WHO APPRECIATE BRITISH QUALITY.

The United States is the most difficult market in the world for the British car manufacturer. The large selection of home produced cars from which the American motorist can choose, and the extremely high duties which have to be paid on all imported cars, has prevented British makers from developing business of any magnitude.

Each year a limited number of British cars are bought by American motorists who appreciate British quality and are prepared to pay the heavy import duty to gratify their desires. As an instance, when Major Segrave on the 1,000 h.p. Sunbeam achieved the first speed record ever attained over 200 m.p.h., he had with him a standard 3-litre Sunbeam sports model. He was literally bee-lined with would-be buyers for this car, and it was eventually sold to Mr. Car Wood, the American speed motor boat builder. Had there been a stock of Sunbeams available in America when the speed

(Continued on next column).

## FEWER STABLES—AND FEWER FLIES.

Where have the flies gone this summer?

This question is being asked by many Londoners, who have noticed the absence of the usual pest, in spite of the heat wave. Major Austen, entomology expert at the South Kensington Natural History Museum, said to a *Daily Mail* reporter:

The house fly has undoubtedly decreased in certain parts of London owing to the replacement of horse traffic by motor-cars. The chief breeding grounds are the stables and rubbish dumps, but nearly all the mows are now occupied by garages.

A little time ago a place which had been free from flies suddenly had a plague of them. It was then discovered that a grocer had started to keep a pony and the flies had bred in the stable.

record was made they would undoubtedly all have been sold within a very few hours.

Other Sunbeam cars have been purchased from time to time by American motorists, and a Florida owner of a 20 h.p. six-cylinder Sunbeam recently wrote expressing his complete satisfaction with this British-built car, and also intimating that he proposed ordering another Sunbeam—a 3-litre model—at an early date.

## MOTOR CARS AND RADIO SETS IN SWEDEN.

### BIG MARKETS.

Official reports on the number of motor-cars and radio sets in Sweden, just published, show a strikingly rapid increase.

In 1918 the number of motor vehicles in Sweden was 6,000 but since then the number has increased by an average of slightly over 15,000 a year, and during the period 1924-27 by 18,000 a year, while in 1927 the increase was 24,501, the last figure including, however, also lightweight motor bicycles. By January 1st, 1928, the total number of motor vehicles in Sweden was 145,363, 110,135 of which were automobiles and 35,228 motor bicycles. The number of drivers' licences issued has increased from 7,000 in 1918 to about 275,000 by the end of 1927.

A similar rapid rise is shown by the number of licences for radio sets. The latest figure for the whole country was 363,963 and the last monthly increase was 3,904 licences. It is stated that Sweden now probably has the highest percentage number of radio sets in the world in comparison with its number of inhabitants. Stockholm has the highest number or 53,293, but proportionally the city of Motala where Sweden's newest high-power broadcasting station is located, leads with 138 licences per 1,000 inhabitants.



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- 2.—A car that has behind it a record of wonderful achievement
- 3.—A speedy and comfortable car that has no equal at its price
- 4.—An economical car—total running expenses in England less than one penny per mile!

Ask the local dealers for particulars and illustrated booklets giving interesting details of the Austin 7 and other models.

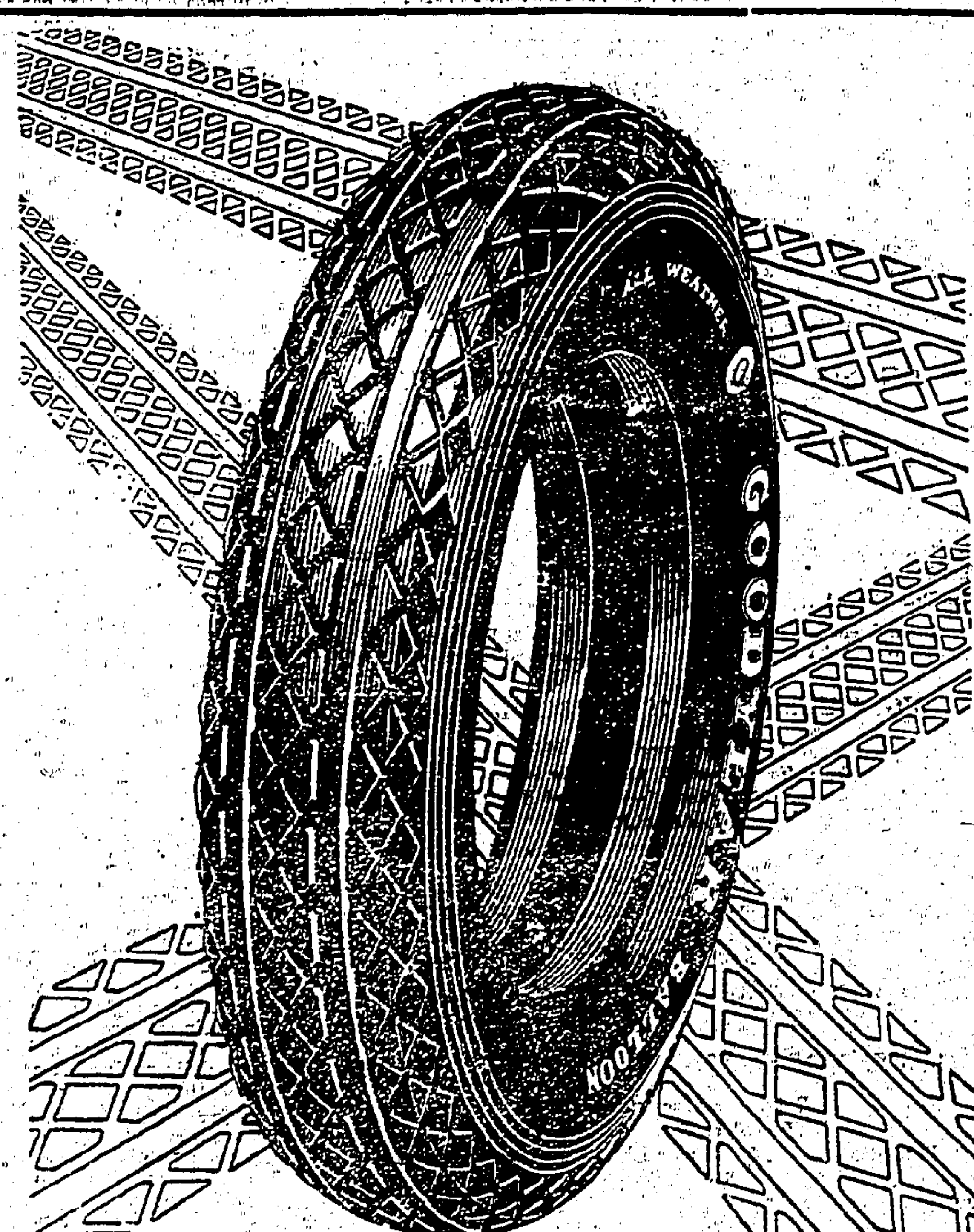
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## ERSKINE SIX TRUCK

R.A.C. Horse-Power Rating 18.15.  
Brake Horse-Power 45 at 3,000 Revolutions.  
Piston Displacement 160.73 Cubic Inch. Wheel-Base 107 Inches.  
Speed 45 M.P.H.

1-TON.	Net Weight	F.O.B. Factory Price	Extra	Packing Shipping Delivery	Hong Kong Price
Delivery Chassis	1,640 lbs.	G\$ 650	G\$ 90	G\$ 140	G\$ 880
Screen Delivery Truck	2,437 lbs.	785	90	285	1,170
Panel Delivery Truck	2,400 lbs.	820	90	290	1,200

Price Includes: Bulb Horn, Bumpers, Snubbers, Spare Rim—Tire and Tube 30 x 6, Cowl and Instrument Panel.

## DIRECTOR SIX TRUCK

R.A.C. Horse-Power Rating 27.35.  
Brake Horse-Power 70 at 2,800 Revolutions.  
Piston Displacement 231.6 Cubic Inch. Wheel-Base 113 Inches.  
Speed 50 M.P.H.

1-TON.	Net Weight	F.O.B. Factory Price	Extra	Packing Shipping Delivery	Hong Kong Price
Delivery Chassis	2,375 lbs.	G\$ 925	G\$ 95	G\$ 150	G\$1,000
Screen Delivery Truck	3,380 lbs.	1,105	95	465	1,755
Panel Delivery Truck	3,390 lbs.	1,195	95	470	1,760
Estimate Car and Bus	2,400 lbs.	1,485	95	470	2,000

Price Includes: Bulb Horn, Bumpers, Snubbers, Five Disc Wheels, Spare Tire and Tube 32 x 6, Cowl and Instrument Panel.

## ARLINGTON SIX TRUCK

R.A.C. Horse-Power Rating 27.34.  
Brake Horse-Power 70 at 2,800 Revolutions.  
Piston Displacement 231.6 Cubic Inch. Wheel-Base 116 Inches.  
Speed 50 M.P.H.

11-TONS.	Net Weight	F.O.B. Factory Price	Extra	Packing Shipping Delivery	Hong Kong Price
Express Chassis	2,552 lbs.	G\$1,295	G\$100	G\$ 185	G\$1,580
Arlington Funeral Car	3,905 lbs.	2,385	100	515	3,000
Bellows Ambulance	4,040 lbs.	2,560	100	520	3,180

Price Includes: Bulb Horn, Bumpers, Snubbers, Five Disc Wheels, Spare Tire and Tube 32 x 6, Cowl and Instrument Panel.

## BIG SIX SPEED TRUCK

R.A.C. Horse-Power Rating 36.04.  
Brake Horse-Power 85 at 2,800 Revolutions.  
Piston Displacement 353.8 Cubic Inch. Wheel-Base 158 Inches.  
Speed 60 M.P.H.

2-TONS.	Net Weight	F.O.B. Factory Price	Extra	Packing Shipping Delivery	Hong Kong Price
Express Chassis	3,115 lbs.	G\$ 785	G\$115	G\$ 240	G\$2,140
De Luxe Funeral Car	4,606 lbs.	2,985	115	760	3,860
De Luxe Ambulance	4,606 lbs.	3,185	115	760	4,060

Price Includes: Bulb Horn, Bumpers, Hydraulic Absorbers, Five Disc Wheels, Extra Tire and Tube 34 x 7.30, Cowl and Instrument Panel.

## BIG SIX MODEL "75" JUNIOR TRUCK

R.A.C. Horse-Power Rating 36.04.  
Brake Horse-Power 85 at 2,800 Revolutions.  
Piston Displacement 353.8 Cubic Inch. Wheel-Base 158 Inches.  
Speed 55 M.P.H.

2½-TONS.	Net Weight	F.O.B. Factory Price	Extra	Packing Shipping Delivery	Hong Kong Price
Chassis	4,400 lbs.	G\$2,410	G\$100	G\$ 240	G\$2,750
Police Patrol	4,708 lbs.	4,410	120	760	5,290
Sedan Bus (15-pass.)	7,130 lbs.	4,550	120	870	5,510

Price Includes: Bulb Horn, Hydraulic Absorbers, Bumpers, Five Disc Wheels, Extra Tire and Tube 34 x 7.30, Cowl and Instrument Panel.

## BIG SIX MODEL "75" SPECIAL TRUCK

R.A.C. Horse-Power Rating 36.04.  
Brake Horse-Power 85 at 2,800 Revolutions.  
Piston Displacement 353.8 Cubic Inch. Wheel-Base 154 Inches.  
Speed 45 M.P.H.

3-TONS.	Net Weight	F.O.B. Factory Price	Extra	Packing Shipping Delivery	Hong Kong Price
Chassis	4,600 lbs.	G\$2,715	G\$120	G\$ 255	G\$3,150
Sedan Bus (15 pass.)	7,420 lbs.	5,235	120	865	6,240
Parlor Car (20-pass.)	7,250 lbs.	6,395	120	1,025	7,540
Observation Car (22-pass.)	7,350 lbs.	6,395	120	1,025	7,540

Price Includes: Bulb Horn, Bumpers, Hydraulic Absorbers, Seven Disc Wheels, Extra Tire and Tube 32 x 6.75, Cowl and Instrument Panel.

## BIG SIX MODEL "75" HEAVY DUTY TRUCK

R.A.C. Horse-Power Rating 36.04.  
Brake Horse-Power 85 at 2,800 Revolutions.  
Piston Displacement 353.8 Cubic Inch. Wheel-Base 184 Inches.  
Speed 45 M.P.H.

3½-TONS.	Net Weight	F.O.B. Factory Price	Extra	Packing Shipping Delivery	Hong Kong Price
Chassis	5,300 lbs.	G\$3,375	G\$120	G\$ 255	G\$3,940
Street Car (22-pass.)	8,550 lbs.	5,845	120	1,025	7,040

Price Includes: Bulb Horn, Bumpers, Hydraulic Absorbers, Seven Disc Wheels, Extra Tire and Tube 34 x 7.50, Cowl and Instrument Panel.

## THE HONG KONG HOTEL GARAGE

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## A SHAKESPEARE JOKE

### DUNLOP STAGE "THE ELEVEN AGES OF TYRES."

Shakespeare's "seven ages of man" is amusingly brought up to date in a window of the Dunlop depot at Birmingham in England, where eleven different vehicles, each fitted with pneumatic tyres, are ranged in order from the cradle to the grave.

They begin with the perambulator for the age of six weeks; next comes the baby's tricycle (at three years old), followed by the fairy cycle (at six); the "push bike" (at fifteen); the motor cycle (at twenty); an aeroplane (at twenty-five); a 12-h.p. motor car (at thirty); a 30-h.p. motor car (at fifty); a bath chair (at ninety); and, last of all, a motor hearse for the centenarian.

## MOTURING NOTES

(CONTD.)

### MOTOR BUSINESS IN JAPAN.

#### PROMISES STEADY GROWTH.

The special English supplement of the Tokyo *Mainichi Shimbun* entitled "Industrial Japan Today," gives the following review of the motor industry in Japan to-day dealing both with the trade in foreign cars and the home products.

The motor-car manufacturing industry in Japan is one of the new enterprises which was started during the unprecedented financial and commercial boom that resulted from the European War. As an industry, the motor-car production is still in a primitive stage, and from the commercial point of view, it is far from profit-yielding. Nevertheless, it has a bright future as an extensive synthetic manufacturing industry.

#### Humble Beginnings.

Until about 15 years ago, motor-cars were owned by a very limited circle of people in Japan. They were provided by machine dealers only as one of their small side jobs; the manufacturing of motor-cars in this country at that time was not even dreamed of.

Repairs were made in those days in a primitive manner by unskilled mechanics. There was only one shop in Tsukiji, Tokyo, which engaged in an experimental manufacture of motor-cars in spare moments of its main job, i.e., repairing, but the enterprise was failed from a commercial point of view. This shop was managed by Dr. Kishi, and in later years, the shop became the Tokyo Automobile Manufacturing Works.

#### Demand For Motors After War Period.

The outbreak of the European war, which stimulated unprecedented activity in financial, commercial, and industrial undertakings, eventually became the means by which many wealthy people were enabled to purchase motor-cars one after the other in rapid succession.

The increased demand for motor-cars resulted in the appearance of importers specializing in automobiles, and at the same time, body-manufacturing became a profit-yielding enterprise. A number of engineering works planned the production of parts of motor-cars.

#### 54,000 Motors In Japan In 1927.

At the close of 1927 there were approximately 54,000 motor vehicles in Japan, principally of American manufacture. Although the year witnessed the partial elimination of the Ford plant in Yokohama as a leading factor in production, due to the change in models, it was one of the best recorded. Sales were distributed over the utility range, with commercial vehicles in the lead, as usual, and several important developments took place which promise continued progress.

#### The One-Yen Taxi.

In the first place, the growth of the one-yen taxi business brought a strong demand for cheap passenger cars, notably Fords, Chevrolets and Whippets among the Americans, Citroens among the French, and Morris cars among the British. One-yen taxi companies have been formed in all the leading cities. These companies rent the cabs to drivers, in many cases agreeing to take care of all repairs and maintenance as well as the oil used, the driver paying only for the gasoline consumed. The cabs have fixed rates, transporting passengers anywhere inside the city limits for ¥1, with certain specified charges for each mile travelled outside the city, time consumed in waiting and in some cases extra passengers. Reports of companies engaged in this business have been exceptionally favourable. Osaka figures indicate daily takings of about ¥25 n-car. Drivers' rentals vary.

So great has been the success of the one-yen cab system that the metered taxicabs have all but disappeared from Japan. Moreover, there has been a considerable change in the type of car used. Cheap cars are principally in evidence, although some second hand machines, the cast offs of the older companies, are to be found.

Another notable development has been in the field of bus lines. These have sprung up in the last year of so with almost as much rapidity as the one-yen cabs. Almost anywhere in Japan the bus line is found to be operating to increasing patronage. This movement, in fact, corresponds to the bus development in the United States immediately after the World War.

#### Sales In 1927.

Automobile sales in Japan during 1927 have been estimated as follows:

Light passenger cars	8,700
Medium passenger cars	1,300
Heavy passenger cars	400
Light truck and buses	6,000
Medium and heavy truck and buses	600

Total ..... 17,000

(Continued on next column.)

### STREET ACCIDENTS.

#### TOLL OF MOTOR VEHICLES.

The Home Secretary, in a written reply to a question by Mr. Buxton, gave the following particulars with regard to the number of fatal street accidents caused by mechanically propelled vehicles (excluding tramcars) in England and Wales and in Great Britain, showing (a) fatal accidents during the years 1900 to 1917, and (b) persons killed in the years 1926 and 1927, for which years alone these figures are available:—

Fatal Accidents.		England and Wales.	Great Britain.
Year.			
1900	1,334	373	
1910	453	559	
1911	658	727	
1912	886	918	
1913	1,062	1,154	
1914	1,208	1,329	
1915	1,254	1,810	
1916	1,499	1,681	
1917	1,381	1,406	
1918	1,144	1,060	
1919	1,358	1,746	
1920	1,312	2,010	
1921	1,225	2,091	
1922	1,558	2,222	
1923	2,205	2,435	
1924	2,750	3,019	
1925	3,032	3,401	
1926	3,682	4,155	
1927	3,847	4,380	

Persons Killed.		England and Wales.	Great Britain.
Year.			
1926	3,723	4,234	
1927	4,062	4,606	

### SAFETY FIRST FOR MOTORISTS.

#### LORD DEWAR ON SURVIVAL BY LEAPS AND BOUNDS.

Lieut.-Col. Wilfrid Ashley, Minister of Transport, at a luncheon in connection with the Road Fellowship League—the newly-founded road-users' section of the National "Safety First" Association—laid down three essentials for the lessening of danger to life on the roads.

What is wanted for the increase of safety on our roads, he remarked, is road sense, road manners, and road fellowship. Road sense is the knowledge of the right thing to do when driving, cycling, or walking on a road. Road manners means the putting of that knowledge into action. Road fellowship is the combination of road sense and road manners.

Lord Dewar delivered the following epigrams on the subject of "Safety First":

"Every day is a leap year day when crossing a one-way street."

Scientists tell us slow thinkers live longest. But not when they are crossing a one-way street. Then it is a case of the survival of the quickest.

Motor-cars are increasing by leaps and bounds. Pedestrians are surviving by the same process.

The motor-car has taught the people of this country how to live beyond their means.

An optimist is a horse-fly sitting on a spare tyre.

Following is an automobile census of Japan, based on complete figures for the first 11 months of 1927 and estimates of the imports and production of December. Figures are calculated for December 21st of each year:—

Passenger Cars.	Trucks.	Buses.	Total.
1924	17,783	4,403	22,186
1925	21,245	5,833	27,078
1926	27,989	12,115	40,104
1927	35,318	18,711	54,029

†—(Not reported.)

#### Japanese Makes.

Included among the motor-cars produced by the domestic manufacturers at present are:—Automotive, Hakuyosha, Seisakujo (The Hakuyosha Engineering Works), 1090, Sugamo-machi, suburbs of Tokyo.

D.A.T., Goshi Kaisha Dat Shokai (The Dat Partnership, Ltd.), 3922, Nagasaki-mura, suburbs of Tokyo. Mitsubishi, Mitsubishi Nai-nenki Kabushiki Kaisha (The Mitsubishi Internal Combustion Engine Co., Ltd.), Yurakcho, Marunouchi, Kojimachi-ku, Tokyo.

Simplex, Goshi Kaisha Orient Jidosha Seizosha (The Orient Automobiles Manufacturing Works Partnership, Ltd.), 55, Ikejima-cho, Minato-ku, Osaka.  
T. G. E. Tokyo Gassu Denki Kogyo Kabushiki Kaisha (The Tokyo Gas & Electric Engineering Works, Ltd.), Omori-machi, Tokyo.  
Wolsely, Kabushiki Kaisha Ishikawa Jima Shipbuilding Yard Co., Ltd., 5, Sancho-mae, Shin-Tsukudajima, Tokyo.

### CAR MARKS RUNNING OUT.

#### SERIOUS PROPOSITION FOR BRITISH REGISTRATION AUTHORITY.

A glance at the latest list of index marks reveals the fact that, before long the registration authorities will be faced with a dilemma, remarks *The Motor*. The combination of index letters are running out, and the Ministry of Transport is giving serious consideration to the problem. In many cases 'Y' has been reached for the second identification letter.

A considerable number of old identification marks have lapsed through cars being scrapped or licences not being renewed, and one way out of the difficulty would be to re-issue these. It is said that special legislation would be required to permit this to be done, but, even so, serious complications would arise if, for instance, the proposed reduction in the licence fee for old cars released a considerable number of used cars at present held up.

The second alternative is to continue the existing markings with different combinations of letters and figures. When examining the full list of allocated letters this suggestion does not appear likely to work out so easily, for it seems that however the combinations are varied clashing of letters must occur. Short of cancelling all existing numbers and letters and scrapping all number plates in use and issuing new ones when the time comes for a change, it seems inevitable that there will be duplications.

Cancelling existing numbers at any time is quite an impracticable idea, and it appears advisable, therefore, to establish some change that will mark a definite distinction from the existing system. *The Motor* puts forward the suggestion tentatively that this might be done by placing the figures of a new series first and the index letter or letters after them. Thus London would begin again with 1A and the combinations could be the same as now. A four-figure registration plate for London would read 3289A, or a later one 2212X. There would, no doubt, be duplications, but they would be such with a distinction.

### FORTY YEARS OLD.

#### STORY OF PNEUMATIC TYRE'S BIRTH.

It is exactly forty years ago since John Boyd Dunlop applied for the patent for the first pneumatic tyre. He had just retired from his veterinary practice in Belfast, the largest one in Ireland, where twelve horse-shoers worked for him.

While a boy at school in the village of Dregtham, Ayrshire, his native place, Dunlop had observed that a large wooden roller was easier to haul than a smaller one, because, as it had a larger area of surface bearing on the ground, the pressure on each unit of area was less.

For years he thought on the idea of wheels with flexible rims, that would flatten out and so increase the area of contact with the road. It was a complaint from his small son Johnny, then nine years of age, which actually materialised in the first rubber tyre to be filled with air. Johnny had grumbled about the difficulty of riding on thin solid tyres over the uneven stone setts of Belfast's streets.

His father thereupon made two air tubes from sheet rubber one thirty-second of an inch thick; fixed them to a wooden disc with a thin strip of linen and blew them up with a football pump. The tyres were then fitted to a tricycle made by Dunlop from American elm to his own design with specially shaped rims. The whole was completed one night at ten o'clock and so eager were both father and son to test the new device that the boy went out for a run in the moonlight and returned triumphant at midnight.

When a racing cyclist who was shown the novelty expressed his doubts about it the inventor challenged him to a race on his thin solid tyres against the nine-year-old boy on the home-made tricycle equipped with pneumatics. It was the first of the unending tale of races to be won on Dunlop. Although John Boyd Dunlop revolutionised cycling and made motor-cars possible he himself could not at that time ride a bicycle: indeed there is no record that he ever rode one all his life.

### JURY SYSTEM IN JAPAN.

#### TO BE TRIED IN OCTOBER.

##### ON LIMITED SCALE.

TOKYO, August 1st.

The jury system is to come into effect in Japan on October 1st this year, the Government having postponed the date originally decided on by over a twelvemonth, on the ground that, being quite a new experiment, it was wise to move with caution. Opinion is divided as to whether the trial by "twelve good men and true" is suitable to this country. Those opposing it point first to the failures in the working of the system in other lands far more democratically advanced and shake their heads with doubt. The Government is well aware of the drawbacks and has strictly limited the powers of the jury men, who will not be permitted to ask questions, investigate or examine. The almost supreme position of the Judge has not been weakened, for the jury will be asked for its opinion only after the Judge has made the final summing up; in other words, as things go in Japan, the Judge's summing up being practically the apportioning of guilt or otherwise, the jury will, for the most part, be expected to decide as the Bench decrees. The Judge is empowered to dismiss the jury if he thinks their decision incorrect, to empanel a new jury and to keep on dismissing the juries until he is satisfied with the verdict pronounced.

It is plain that the system is largely in the nature of an experiment and the judicial authorities have declared that, if this innovation does not work satisfactorily, it will be abolished. For the present, only criminal cases will be tried by jury and this not unless the accused desires it. Cases that involve the Imperial Family or high personages connected with the blood royal and crimes having a bearing on the defence of the realm are beyond the scope of those that may be tried by jury. If, after the lengthy and secret preliminary investigation by the procurators, which is a feature of trials here, the accused chooses to admit his guilt, the case will not be tried by jury. There are thus a large number of differences between the form of jury trial that Japan is about to adopt and the system prevailing in the British Empire or America, and the cases that will go before a jury here will be such where difficult points of law will not be involved and the issues will be more or less clear cut and simple.

#### Special Hotels For Jurors.

In the region of the Tokyo District Court, just behind Hibiya Park, there is being erected a hotel that will be set apart exclusively for the use of jurors. During the period of trial, the jurors will be kept here in complete isolation, but the hotel will afford them every reasonable comfort and convenience. It is to cost ¥70,000 and, according to the authorities, will be the equal of the best hotels in the country.

The Tokyo District Court also is being remodelled and one of the devices being installed is a contrivance whereby the accused will be electrically propelled from beneath the basement of the Court to the dock, the artifice working on the lift principle. This expedient has been put in so that the defendants may not be subjected to the strain of the scrutiny they have to undergo when entering the court and being conducted through the long aisles, something that, according to defendants who have been acquitted, is a form of punishment and torture second only to being committed to prison.—*North China Daily News*.

### FIRE MUSEUM.

#### HOPE TO OPEN IT IN LONDON IN 3 YEARS.

London is to have a museum which will tell the story of the birth and growth of fire insurance and fire fighting and trace the inception and development of the London Fire Brigade.

Negotiations are well in hand for the purchase of a site in the City, and it is anticipated that it will be ready for opening in about three years' time.

The idea of a museum originated with Mr. Bertram Williams, of the Licences and General Insurance Company, who for years has made a hobby of collecting relics, such as fire marks, old policies, firemen's badges and uniforms, and to these will be added the antique fire engines, uniforms, badges, policies, and prints at present in the possession of the various insurance companies.

Mr. Williams said to a *Daily Mail* reporter: "I have collected 450 different marks up to now. For years I have tramped London and its neighbourhood where there are old houses, looking for these fire marks. I have found many of them. When I have found any I have called upon the occupants, and offered to buy them. On one occasion I was handed over to the police for trying to rob the landlord of a part of his property. Some of the marks in my collection are very fine, and although I have paid only a few shillings for each of them, they are worth pounds. In order to obtain old policies I have advertised for years, and almost every day I get replies of varying interest. It is a most fascinating pastime."

### THE "DISCIPLINE" OF MARRIAGE.

#### EFFECT ON PROFESSIONAL CAREERS.

##### FAMOUS LAWYERS' VIEWS.

#### MR. JUSTICE EVE ON A "HORRIBLE SURRENDER."

Judges of the High Court, eminent K.C.'s, and a well-known novelist, attended Gray's Inn Hall on July 20th to listen to a discussion on the effect of marriage on a professional career.

"That marriage is an essential discipline for a successful professional career," was the topic selected for the annual Ladies' Night discussion of the Inn's Debating Society.

Lord Mervill, President of the Divorce Division, who only a few hours before had finished his summing-up in the Bonn divorce case, and Lord Justice Greer, attended.

"It is essential to be married in order to make progress at the Bar," declared Mr. du Parcq, K.C., an ex-president of the Oxford Union, who opened the discussion for the "Ayes."

#### Arguing for the "Noes," Mr. Justice Eve said that the negotiations for marriage were a farce. The bargain was one-sided, and clearly it could not be upheld in a court of equity.

#### Man's Triumph.

"You in the exultant fulness of what you thought was your triumph, but which you now see was horrible surrender, and bubbling over with an asinine admiration for your divine Sophie, reiterate again and again that you will settle every penny you have or will earn on her, and at the end of the interview, at 'Pa's' kind suggestion, you ask him to be good enough to instruct the family solicitor—that eminent firm of Rush



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Pres. Grant	...	Tuesday, Sept. 25th
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Pres. Jefferson	...	Tuesday, Sept. 18th
Pres. Lincoln	...	Tuesday, Oct. 2nd

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Pres. Wilson	Sun., Sept. 9, 8 a.m.	Pres. Adams	Sun., Nov. 4, 8 a.m.
Pres. Van Buren	Sun., Sept. 23, 8 a.m.	Pres. Garfield	Sun., Nov. 18, 8 a.m.
Pres. Hayes	Sun., Oct. 7, 8 a.m.	Pres. Harrison	Sun., Dec. 2, 8 a.m.

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Pres. Jackson	Aug. 18th, 6 p.m.	Pres. Grant	Sept. 15th, 6 p.m.
Pres. Taft	Aug. 28th, 6 p.m.	Pres. Lincoln	Sept. 25th, 6 p.m.
Pres. McKinley	Sept. 1st, 6 p.m.	Pres. Cleveland	Sept. 29th, 6 p.m.
Pres. Jefferson	Sept. 11th, 6 p.m.	Pres. Madison	Oct. 9th, 6 p.m.

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From Hong Kong to SHANGHAI and Return	H.K. \$120.00
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### SINKING OF THE "JOUN MARU."

#### HEAD ON CRASH ON THE ARIADNE ROCKS.

#### CAPTAIN AND MATE SPEND NIGHT IN WATER.

SHANGHAI, August 11th.

Drifting passengers and crew of the *Joun Maru*, says the *North China Daily News*, were picked up on Thursday morning by two other Japanese steamers, the *Shanghai Maru* and the *Kasagi Maru* and brought back to Shanghai as the first indication of a mishap which occurred about 40 miles below Woosung, Wednesday evening, when the *Joun Maru* sank about an hour and a half after striking, head-on, the submerged Ariadne Rocks.

The *Joun Maru* was loaded with cotton from Shanghai and destined for Tsingtao. She was carrying four passengers, young Japanese students who were en route to Tsingtao to spend their holidays, five Japanese officers, a crew of 21 Chinese and 10 Chinese members of the ship's company staff. The steamer sailed from Shanghai at 1 a.m. on Wednesday and at 7.30 the same evening ran on to the Ariadne Rocks, which lie about 10 miles north-north-east from Bell Buoy below Woosung. Her forecastle was riddled by four large holes and when she moved off the shoals, water rushed in through these gaps at such a rate as to cause the vessel to list forward heavily, lifting her after part out of the water the while. When it became evident that there was no hope of saving her an attempt was made by Captain T. Murakami to move into shallower water, but so rapidly was the vessel sinking that this too soon became out of the question.

#### Last To Leave Ship.

By 9 p.m. she was up to her decks in water, only mast and her funnel still showing above the sea-level, and shortly after she went down in the five or six fathoms of water of the estuary at this point.

Before this, however, passengers, officers and crew had put off in lifeboats and were moving away from the ship. The steamer's captain and the chief officer were last to leave and as the boats had already gone off a considerable distance, the pair clung to a piece of wreckage from the ship's rudder and drifted out to sea. It was not until 11.30 on Thursday morning that they were picked up by the *Shanghai Maru* after having spent the night in the water. By the time of their rescue they had drifted to within five or six miles of the Bell Buoy where the in-coming *Shanghai Maru* sighted them.

The lifeboat carrying some of the crew was seen by a Chinese junk near the Kiutung Lightship and picked up. Later they were taken on board the *Kasagi Maru* at about 1 p.m. Another group was rescued near the Tungsha Lightship where they had been taken on board and where the passing steamer had been signalled.

#### A New Vessel.

The *Joun Maru* was a new vessel, built in Yangtsepo, by the Shanghai Transportation Co., whose head office is the Kobe Pier Co. in Japan. She was launched on January 22nd of this year, after having been constructed with materials brought from Europe with Lloyd certificates, and after having all the work carried out under supervision of Japanese Government surveyors. The steamer's gross tonnage was 604, and her net weight 1,060. She carried five Japanese officers, a Chinese crew of 21 and a company staff of 10. According to agents for the ship her cargo, shipped by Japanese owners, was insured for \$50,000 and the ship itself carried an insurance of \$150,000.

Arrangements are going forward for a tug of the insurance firm to inspect the site of the wreck to see what chances exist for salvage operations.

#### MERCHANT VESSELS IN PORT.

The following merchant vessels were in port yesterday at 9 a.m.:—  
British: *Tea Dorella*, *Borneo*, *Chenai*, *Kwong Sang*, *Haining*, *Wing Hong*, *Baron Lovat*, *Chinkwa*, *Yuen Sang*, *Takliwa*, *Kuangchow*, *Sinkiang*, *Lok Sun*, *Laiion*, *Tangtiao*, *Telemachus*, *Takioo Wangyi*, *King Yuen*, *Anhui*, *Sui Sang*, *Tin-ho*, *Hathong*, *Mau Sang*, *Scang*, *See*, *Takioo*, *Gorgistan*, *Sumatra*, *Calicut*, *Chang*.

American: *President Pierce*, *Norwegian*, *Pronto*, *Helios*, *Soloviken*, *Mabella*, *Sale*, *Vendland*, *Portuguese: Kong On*, *King On*, *Japanese: Gintan*, *Maru*, *Koyo Maru*, *Menado Maru*, *Anjo Maru*, *Chinese: Huah Wu*, *Yuan Jeng*, *Ohang Hing*, *Shun Chih*, *Heng Chong*, *Hain*, *Poo Sing*, *Yung Fu*, *Kwok Tai*, *Dervent*, *Chuan Chon*, *Sun Sai Kai*, *Poo Tye*, *Yan On*, *Hung Chow*, *Tejo*, *Gen. H. Knox*, *Man Sun*.

Dutch: *Tjinken*, *Vulcanus*, *Daloe*, *Jan*, *Otto*.  
French: *Porthos*, *Song Do*, *Andre Lebon*, *Com. Henry Riviere*, *Hanoi*.

### NEW LOCK OPENED AT BIRKENHEAD.

#### TRADE WITH THE FAR EAST.

#### LUNCH ON THE "SARPEDON."

Lord Derby visited the Cheshire side of the Mersey on July 21st for the purpose of opening the new lock at Birkenhead, which has been constructed by the Mersey Docks and Harbour Board at a cost of £1,300,000. The scheme has been carried out in order to give increased facilities for the use of the Birkenhead Docks by large vessels engaged in trade with the Far East. A luncheon was given on board the Holt liner *Sarpedon*, over which Mr. R. D. Holt, chairman of the dock board, presided.

The Chairman, in proposing Lord Derby's health, spoke of the development of trade at the docks of Birkenhead during the past 25 years. Birkenhead was largely used for the export trade, especially to the East, and as a port, Liverpool was much more important in respect of exports than of imports. It was easily first in the matter of exports, but in imports it was second to London. The trade carried on was far more miscellaneous than people supposed, and it was growing more on the miscellaneous side than on the staple side. There was change going on, and it must not be supposed that because some things were falling off that there were not things that were progressing very liberally. The improvements inaugurated that day meant real economies for the work of the Dock Board. They would save in overtime and in dispatch and convenience far more than could be got by any conceivable reduction in charges.

Lord Derby, in reply, spoke of the oneness of Merseyside. It was not, he said, made up of four separate entities. Liverpool, Bootle, Wallasey, and Birkenhead were really one, and the closer they could co-operate the better it would be for all because closeness of touch and harmony meant efficiency and economy.

At the close of the speeches the *Sarpedon* left the dock, and as she moved out into the river her bows broke a ribbon into which had been woven Lord Derby's racing colours across the dock entrance. Lord Derby, using a megaphone in the bridge, said: "I declare this lock open, and I wish godspeed to all ships that pass through it and to those who sail in those ships." The *Sarpedon* went to the Liverpool landing-stage, where the party left her.

### BATHING "INCIDENT" AT KAMAKURA.

#### FOREIGN LADIES ATTACKED.

A most distressing incident is reported from the pleasant seaside resort of Kamakura, where a large number of foreigners from Tokyo and Yokohama spend the summer week-ends, says the *North China Daily News*. It appears that three foreign women, two of American nationality and one British, were attacked by a Japanese man. The ladies were Mrs. J. E. Perkins, wife of the Tokyo manager of the Famous-Lasky-Players Paramount Films; Mrs. Stackhouse, a British resident of Yokohama, where her husband is manager of the New Zealand Insurance Company; and Mrs. E. F. Atkinson, who lives in Kamakura and who was the hostess of Mrs. Perkins and Mrs. Stackhouse.

According to the ladies, who lodged complaints with the British and American Embassies after the police seemed undisposed to take any action, they were in the water when a practically nude Japanese suddenly rushed in amongst them, demanding vociferously that they should give him his bath. The ladies had found a ball on the beach and, after playing with it, had thrown it back where they had found it. At first the three ladies were rather shocked at the demeanour of the man and were unable to understand exactly what he was saying, when he walked up to Mrs. Perkins and twisted her arm severely. She backed into deeper water, whereupon the assailant tore off her bathing cap and ducked her several times. Upon this, Mrs. Stackhouse tried to tear the ruffian away, but he turned on her, tore the shoulder-strap of her bathing costume and, according to the complaint, registered, attempted to tear her whole bathing suit away. Mrs. Atkinson's efforts to aid her companions resulted in her receiving a severe blow in the face. The incident was witnessed by thousands of bathers and occurred in the early afternoon.

The R.M.S. *Empress of Canada* arrived at Kobe on Monday, left at midnight and is due at Yokohama to-day (Wednesday) at 9 a.m.

### LAST ACT OF AIR-PLANE TRAGEDY.

#### FISHERMEN FIND MILLIONAIRE'S BODY.

#### WRIST WATCH CLUE.

#### THE NEWS SENT TO MME. LOWENSTEIN.

A French fishing boat has picked up in mid-Channel the body of M. Alfred, Lowenstein, the Belgian financier, who disappeared from his private airplane while it was flying across the English Channel more than a fortnight ago, writes the correspondent of the *Daily Express*. The body was found ten miles off Cap Gris Nez. It was practically nude, but there remained a gold wristlet watch with the initials "A.L."

The body was floating on the surface of the water when it was found. When the fishermen had brought it on board they realised that it must be that of M. Lowenstein, and made the best speed they could for Calais harbour, where they handed it over to the authorities.

#### 4,000ft. Fall.

The absence of clothes is accounted for partly by the effect of the dead man's 4,000 feet fall from the airplane, partly by the results of the terrific impact when his body struck the sea, and partly by the fortnight of immersion which has followed since his death on July 4th.

A telegram was sent to Mme. Lowenstein at once, announcing the discovery.

The sea had been calm all day and at 4 p.m. the smack was fishing for mackerel. Its crew of five men were busily engaged in their work when they suddenly spotted something while floating just below the surface of the water.

A couple put out in a small rowing boat to get a better view of the object and they then realised that it was a human body in an advanced state of decomposition.

#### Taken To Calais.

By means of hooks the body was taken aboard the smack, which immediately sailed back to Calais.

The police were notified, and the body, covered with a tarpaulin, was taken on a stretcher to the morgue.

When a little later the mayor of Calais, M. Léon Vincent, who is also the local deputy, and the commissaire de police of Calais arrived, a number of people had gathered outside the building.

The officials had no difficulty in identifying the body.

Another message adds that confirmation of the identity of the body was found in a disc bearing M. Lowenstein's name and Brussels address, which was found on the left wrist, and in the dental plate, similar to those known to have been worn by the dead man, which were in the mouth.

### HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, August 14th.

	Previous Day	On Date at 2 p.m.	On Date at 6 a.m.	On Date at 1 p.m.
Barometer	29.56	29.54	29.49	
Temperature	81	78	81	
Humidity	86	93	86	
Wind				
Direction	Calm	ENE	SSW	
Force	0	1	4	
Weather	0	0	OPQ	
Rain	0.03	0.00	1.43	

Highest open-air Temperature, 18th 81

Lowest open-air Temperature, 14th 78

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

### HONG KONG TIDE TABLE.

From August 15th to 21st, 1928.

High Water. Low Water.

Days of Week	Day	Time	Height	Days of Week	Day	Time	Height
Wed.	15	8.46	7.7	Mon.	20	8.46	7.7
Thurs.	16	9.35	7.7	Tues.	21	8.46	7.7
Fri.	17	10.20	7.7				
Sat.	18	11.13	7.7				
Sun.	19	0.8	4.8				
		1.39	6.8				
		0.32	5.0				
		0.14	6.9				
		0.65	5.2				
		0.48	5.2				

## SUMMER CRUISES-1928.

### BLUE FUNNEL LINE

	"Sarpedon"	"Patroclus"
Leave Hong Kong	Aug. 24	Sept. 21
Arrive Shanghai	27	24
Leave Shanghai	31	28
Arrive Tsingtao	3	30
Leave Tsingtao	6	3
Arrive Weihaiwei	9	6
Leave Weihaiwei	12	9
Arrive Taku Bar (for Tientsin & Feking)	15	12
Leave Taku Bar	18	15
Arrive Dairen	21	18
Leave Dairen	24	21
Arrive Chinwangtao	27	24
Leave Chinwangtao	30	27
Arrive Taku Bar	3	30
Leave Taku Bar	6	3
Arrive Weihaiwei	9	6
Leave Weihaiwei	12	9
Arrive Tsingtao	15	12
Leave Tsingtao	18	15
Arrive Shanghai	21	18
Leave Shanghai	24	21
Arrive Hong Kong	27	24

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[6588]

### CONSIGNEE NOTICES.

#### CONSIGNEES' NOTICE.

#### THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLEBORO, LONDON AND STRAITS.

The Steamship "BENLEDI."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 4th Sept., 1928, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 14th Aug., 1928. [6607]

### SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

#### CONSIGNEE NOTICE.

S.S. "PORTHOS."

BRINGING CARGO FROM MARSEILLE, etc. Also CARGO FROM BORDEAUX, COGNAC, etc. Ex S.S. "FORMIGNY."

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasures and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to us on or before Thursday, the 23rd August, 1928, or they will not be recognised.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas, in the presence of the Consignees at 10 a.m. on Monday, the 20th August, 1928.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hong Kong, 14th Aug., 1928. [6600]

### HAMBURG-AMERIKA LINE.

#### NOTICE TO CONSIGNEES.

The Motor Vessel "HEIDELBERG" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th August, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 14th August, 1928, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 29th August, 1928, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

JEBSEN & CO., Agents.



# CHINA NAVIGATION COMPANY, LIMITED.

AMOI, SHANGHAI & TIENTSIN	"SINKIANG" On 15th Aug.	5 a.m.
BANGKOK	"KINGYUAN" On 15th Aug.	10 a.m.
SHANGHAI	"HUPH" On 16th Aug.	5 a.m.
AMOI, SHANGHAI & TIENTSIN	"TEAN" On 16th Aug.	10 a.m.
SWATOW & SHANGHAI	"CHENAN" On 16th Aug.	5 p.m.
AMOI & SHANGHAI	"CHINUA" On 17th Aug.	5 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN" On 19th Aug.	Noon
SWATOW & BANGKOK	"KWANGCHOW" On 19th Aug.	2 p.m.
SHANGHAI, NEWCHWAN & DALNY	"YINGCHOW" On 20th Aug.	5 p.m.
AMOI, SHANGHAI & TIENTSIN	"SUNNING" On 22nd Aug.	5 a.m.
SHANGHAI	"YUNNAN" On 23rd Aug.	5 a.m.
SWATOW & SHANGHAI	"LINAN" On 23rd Aug.	2 p.m.
SWATOW & SHANGHAI	"ANHUI" On 23rd Aug.	3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG" On 28th Aug.	Noon
SWATOW & BANGKOK	"KIANGSU" On 29th Aug.	2 p.m.
SHANGHAI, NEWCHWAN & DALNY	"LIANGCHOW" On 29th Aug.	6 p.m.
WHAIRAW, CHIOPO & TIENTSIN	"HUICHOW" On 29th Aug.	4 p.m.
WHAIRAW, CHIOPO & TIENTSIN	"KUEICHOW" On 31st Sept.	4 p.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To  
**860 SINGLE and 890 RETURN.**  
 For Freight or Passage apply to— **BUTTERFIELD & SWIRE.**  
 TELEPHONE CENTRAL 38.  
 CARGO AND PASSENGER CAN BE FREIGHTED AT THE OFFICE OF BUTTERFIELD & SWIRE.

## AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTIE" & "TAIPING"  
 THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM  
**HONGKONG TO AUSTRALIAN PORTS**  
 Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports  
 EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.  
**HONGKONG TO SYDNEY—19 DAYS.**

STAGES	Days from Hong Kong or Sydney	SAILING FROM HONG KONG
ORANGE	In Port	16th August
TAIPING	14th September	14th September
ORANGE	9th October	16th October
TAIPING	6th November	13th November

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE.**  
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## BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE  
**"BLUE FUNNEL LINE"**  
 (OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)  
 AND  
**AMERICAN & MANCHURIAN LINE**  
 (ELLERMAN & BUCKNALL S.S. CO., LTD.)

### Sailings from Hongkong.

S.S. "LYCAON"	... Via Suez Canal	34th August
S.S. "PREMIER"	... Via Suez Canal	21st September
S.S. "CITY OF LINCOLN"	... Via Suez Canal	5th October

(Steamers proceed via Suez Canal or Panama Canal at Owners' option.)  
 Subject to Change without Notice.  
 For Freight and Particulars, apply to—  
**BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD., HONG KONG**  
**HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON.**

## PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

BOSTON

AND

NEW YORK

S.S. "ROYAL PRINCE" ... 23rd August  
 M.V. "JAVANESE PRINCE" ... 16th September

For Freight and Full Particulars, apply to—

**FURNESS (FAR EAST), LIMITED.**

Telephone: Central 3165. (Incorporated in Great Britain)  
 Telegrams: Furnprace. King's Building.



### FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.	To Yokohama via Shanghai and Kobe.
CHENONCEAUX ... 29th Aug.	ATHOS II ... 28th Aug.
PORTHOS ... 11th Sept.	DARTAGNAN ... 11th Sept.
ATHOS II ... 29th Sept.	SPHINX ... 25th Sept.
DARTAGNAN ... 30th Oct.	G. METZINGER ... 25th Oct.
SPHINX ... 23rd Oct.	PAUL LECAT ... 23rd Oct.
G. METZINGER ... 8th Nov.	ANDRE LEBON ... 7th Nov.
PAUL LECAT ... 20th Nov.	CHENONCEAUX ... 21st Nov.
ANDRE LEBON ... 4th Dec.	PORTHOS ... 14th Dec.
CHENONCEAUX ... 18th Dec.	ATHOS II ... 14th Dec.

We can issue Through Tickets to Egypt, Syria, East Africa, Madagascar by Transshipment at our Mail Steamers at Port Said, or Djibouti.  
**COMMERCIAL LINE**  
 For DUNKIRK via Port Said, Oran, Casablanca, Hamburg, Rotterdam, (Antwerp) ... 27th August.  
 For Full Particulars, apply to—  
**Cie. des MESSAGERIES MARITIMES**  
 Telephone: C. 551 and 740. 8, QUEEN'S BUILDING.

## Shipping News Arrivals and Departures, etc.

### ARRIVALS.

August 15th.  
*Bornia*, British str., 2,651 tons.  
 Capt. H. W. Clouston, from  
 Tarakan and Sebatik, with  
 5,250 tons of fuel oil, lying at  
 Kowloon Bay.—A.P.C.

August 15th.  
*Borneo*, British str., 1,297 tons.  
 Capt. J. H. van den Berg, from  
 Haiphong and Hoihow, with  
 2,334 tons of coal for Swatow,  
 lying at buoy No. C38.—Shun  
 Tai S.S. Co.

*President Pierce*, American str.,  
 8,393 tons, Capt. Henry Nelson,  
 from San Francisco, which port  
 she left on July 20th, with a  
 general cargo, lying at Kowloon  
 Wharf, 12th S.S. Line.

*Pronto*, Norwegian str., 1,233 tons.  
 Capt. A. Anderson, from Saigon,  
 which port she left on  
 August 9th, with a general  
 cargo, lying at buoy No. C18.—  
 Fau Yuen Hong.

*Tian*, British str., 1,351 tons, Capt.  
 E. H. Histed, from Hoihow,  
 with a general cargo, lying at  
 buoy No. C38.—B. & S.

*Vulcanus*, Dutch str., 701 tons,  
 Capt. E. de Munick, from  
 Swatow, lying at North Point.  
 —A.P.C.

August 14th.  
*Andre Lebon*, French str., 7,375  
 tons, Capt. D. Jean, from Yokohama,  
 which port she left on  
 August 5th, with a general  
 cargo, lying at Kowloon Wharf.  
 —Messageries Maritimes.

*Chenan*, British str., 1,355 tons,  
 Capt. J. D. Fraser, from Shanghai  
 and Swatow, with a general  
 cargo, lying at buoy No. B12.—  
 B. & S.

*Ginsen Maru*, Japanese str., 2,590  
 tons, Capt. B. Aoki, from Moji,  
 which port she left on August  
 8th, with 1,033 tons of cement,  
 lying at Yumati.—Y.K.K.

*Portus*, French str., 7,338 tons,  
 Capt. Monod, from Marseilles  
 and Saigon. The latter port  
 she left on August 11th, with a  
 general cargo, lying at buoy  
 No. A4.—Messageries Maritimes.

*Song Bo*, French str., 720 tons,  
 Capt. J. Bounamour, from Port  
 Bayard, with a general cargo,  
 lying at buoy No. B38.—M.M.

*Tenyo Maru*, Japanese str., 14,307  
 tons, Capt. Y. Arakida, from  
 San Francisco and Shanghai.  
 The latter port she left on  
 August 11th, with 1,444 tons of  
 general cargo, lying at Kowloon  
 Wharf.—N.Y.K.

### CLEARANCES.

August 14th.  
*Andre Lebon*, for Saigon.  
*Batoe*, for Surabaya.  
*Borneo*, for Swatow.  
*Bornia*, for Tarakan.  
*Chenan*, for Canton.  
*Chunghing*, for Kwong Chan Wan.  
*Golden Hind*, for San Francisco.  
*Hai Ning*, for Swatow.  
*Ginsen Maru*, for Batu Pahat.  
*Hain Foo Sing*, for Saigon.  
*Kathe*, for Newchwan.  
*Kingyuan*, for Bangkok.  
*Koyo Maru*, for Hongkong.  
*Kwong Sang*, for Swatow.  
*President Pierce*, for Manila.  
*Portus*, for Shanghai.  
*Shiu Hing*, for Macao.  
*Sinkiang*, for Amoy.  
*Tak Hing*, for Amoy.  
*Tak Hing*, for Singapore.  
*Telemachus*, for Saigon.  
*Tykin*, for Batavia.  
*Vulcanus*, for Canton.

### PASSENGERS.

#### Arrivals.

The following passengers arrived  
 on August 14th by the *President  
 Pierce* from America and Shang-  
 hai:—For Hong Kong: Bishop W.  
 Berning, Miss Virginia Blick, Mr.  
 and Mrs. Henrik Bisbjerg, Master  
 James Bisbjerg, Mr. A. Brostedt,  
 Miss Chan So, Mr. A. Chan, Miss  
 Edith Chenallo, Mr. Chow, Miss  
 Zah, Mr. Y. Chwang, Miss Ruth  
 J. Craft, Mr. Walter Egge, Mr.  
 Albert Hashim, Mr. L. F. Ho, Mr.  
 Jack Ho, Rev. Dr. C. Janzen, Mr.  
 Jeong Yia, Master Jeong Mon  
 Quong, Dr. L. O. Johnson, Mr. and  
 Mrs. Koh Dai Yung, Miss Koh Rev.  
 Dr. B. Greutz, Mr. Lau Seck, Mr.  
 Lee Way Sun, Mrs. J. B. Lee, Mr.  
 J. H. Lee, Mr. Lu Tsoi Fee, Mrs.  
 C. E. McMurtry, Capt. and Mrs.  
 H. H. Michael, U.S.N., Master  
 Peter Michael, Rev. Dr. R. Molitor,  
 Mr. E. Steiner, U.S.N., Mr. C.  
 Ouyang, Mrs. A. Ouyang, Miss B.  
 Ouyang, Dr. S. W. Phoon, Rev. Dr.  
 A. Sonnenschein, Mr. P. W. Tsou,  
 Mr. J. Y. Tong, Mr. P. H. Wong,  
 Mr. W. O. Koun Tsung, Mr. C. C.  
 Yang, Mr. and Mrs. S. C. Yang,  
 For Manila: Mr. J. H. Bagley,  
 Mr. Guillermo Cabrera, Mrs. Veora  
 Casady, Mr. J. C. Canave, Mr.  
 Henry E. Crampton, Mr. Henry E.  
 Crampton, Jr., Mr. H. V. Field,  
 Mr. J. A. Foley, Mr. Richard B.  
 Goetze, Mr. A. De F. Gibbs, Miss  
 Ellen A. Jarvis, Mrs. Ruth Kuster,  
 Rev. Bro. Anthony Kilbourn, Mr.  
 C. E. Livingston, Miss Jane  
 Lauderback, Mr. A. G. Laurel,  
 Mrs. Scott Linimer, Miss Mary  
 Linnier, Lieut. F. R. McDonnell,  
 U.S.N., Mr. E. Molina, Mr. B.  
 D. McGettigan, Mr. J. V. Osmen,  
 Mr. Edilberto S. Osmen, Mr.  
 Nicasio Osmen, Hon. and Mrs.  
 Manuel L. Quezon, Miss Maria  
 Quezon, Miss Zenaida Quezon,  
 Master Manuel Quezon, Jr., Mr.  
 Juan Ruiz, Mr. R. J. Salmon, Mr.  
 and Mrs. J. E. H. Stevenot, Master  
 Desiree Joel Stevenot, Miss Janie  
 E. Tillett, Mr. and Mrs. T. M.  
 Wright, Miss Eleanor M. Wright,  
 Mr. T. Yamasaki.

The following passengers arrived  
 here on August 14th by the a.s.  
*Andre Lebon* from Shanghai and  
 Japan:—Mr. Briggs, Mr. Geier,  
 Mr. J. N. Geldart, Mr. Z. T.  
 Tehang, Mr. Demourre, Mr. K. H.  
 Au, Mr. A. Poncet, Mr. A. Hefti,  
 Mr. A. N. Steyne, Mrs. M. Briggs,  
 Mr. and Mrs. Dalgard and two  
 children, Mr. R. English, Mr. Jcho  
 Wing, Mr. S. W. Wong, Mrs. T. L.  
 Roche and five children, Mr. and  
 Mrs. Y. K. Tsang, Mr. P. S. Lee,  
 Mr. Lau, Mr. D. G. Chu, Mr. K.  
 L. Liu, Mr. G. L. Dai, Miss N. Van  
 Oost, Miss M. C. Dermont, Mrs.  
 N. Arrington, Mrs. L. N. Gegoff,  
 Mr. Chow, Mr. Tang, Mrs. T. T.  
 Chang, Mr. and Mrs. Fong and  
 child, Mr. Mundy, Mr. P. Yang,  
 Mrs. K. Cheng, Miss Granaat, Mr.  
 Mong Tshun Chin, Mr. Huynh  
 Phong Bao, Mr. Tong Yun Nam,  
 Mr. Yang Hong Lant, Mrs. Tresh,  
 Miss M. Mason, Mrs. Nello, Mrs.  
 Hess, Mr. Kiang Tsing, Rev. E.  
 Lopez, Mr. L. Baudois, Mr. R.  
 Chaune, Mrs. Argeny and two  
 children.

The following passengers arrived  
 here on August 14th by the a.s.  
*Tenyo Maru* from Shanghai:—  
 Mr. F. P. Selva, Mr. and Mrs. F.  
 O. Smith and five children, Dr.  
 V. K. Magno, Sister Therese,  
 Sister St. Philipine, Miss E. M.  
 Martin, Mr. T. Hirakawa, Mr. H.  
 Hirakawa, Mr. C. C. Sherwin, Mr.  
 Matsunaga, Mr. B. Matsunaga,  
 Mr. J. Tachikawa, Mr. S. Hachi-  
 suka, Mrs. H. Hachisuka, Miss L.  
 E. Goodridge, Mr. H. C. Puller,  
 Mrs. M. Stehr, Mr. H. Stehr, and  
 Mr. and Mrs. J. L. Kingman.

#### The following passengers arrived

here on August 14th by the a.s.  
*Portus* from Marseilles, via ports:  
 Mr. Alimchand, Mrs. T. Satow,  
 Mrs. and Miss D. Vickers, Mr. R.  
 Shewkram, Mr. L. Bourlier, Mr.  
 J. Mailleux, Mr. L. E. Pottier, Mr.  
 and Mrs. Wm. Hsieh, Mr. Liou  
 Hovaou, Mr. T. Govan, Mr. Wang  
 Chung Hui, Mrs. Bonin and child,  
 Mr. C. Bau, Mr. D. Roukens, Mr.  
 J. Van Lacer, Mr. D. E. Buisseret,  
 Mrs. J. A. Coughlin and child, Mrs.  
 H. Hill, Mr. Saegert, Mr. C.  
 Bourgary, Mr. F. Ange, Mr. C.  
 Zoumaroff, Mr. F. J. Olivarieta,  
 Mr. R. Leroy, Miss L. Rose, Mr.  
 Mareschal, Mr. K. Papazian, Mr.  
 Kuwano, Mr. T. P. Binh, Mr. T.  
 T. Cheng.

#### Departures.

The following passengers left here  
 on August 14th by the American  
 Mail liner *President Madison* for  
 San Francisco:—Mr. H. Gronke,  
 Miss Gladys Hight, Mr. L. F.  
 Murphy, Miss Barbara A. Murphy,  
 Mr. Arthur J. Brent, Miss Jane  
 Brent, Mr. L. C. Kong, Mr. J. H.  
 Major, Mr. I. Delbourg, Dr. and  
 Mrs. R. H. Kotewall, Mr. P. C.  
 Tang, Mr. R. Arnold Bouis, Mr.  
 and Mrs. S. G. Kirk, Mrs. Gladys  
 Macdonald, Master Macdonald, Mr.  
 Chan Tao Shun, Mrs. Y. M. Pan,  
 Master Pan and infant, Captain  
 and Mrs. J. B. H. Doyle, Miss Ko  
 Wai Huen, Mrs. Chan Tai Chun,  
 Miss Hardeen, Mrs. Goldstein, Mr.  
 T. Miyamoto, Miss Wong, Mrs.  
 Liu Shee, Mr. Quan To Tai, Mr.  
 Young Kam Po, Mr. Hannel Long,  
 Mr. Chin Wai, Miss Chen  
 Pei Ching, Miss Fung Lai Wing,  
 Mr. R. Sparks, Miss F. J. Theroll,  
 Comdr. Bruce R. Ware, Mrs.  
 Nonnie N. Ware, Mr. Bruce R.  
 Ware, Mrs. Helen W. Brent, Miss  
 Jean Brent, Miss A. M. Gutierrez,  
 Mr. S. G. Kirkland, Mr. Chan Kang  
 Yue, Mr. Chan Che Lum, Mr. Hui  
 Wei Kam, Mr. K. F. Lee, Master  
 Kik Major B. C. Lake, Mr. S.  
 Y. Lung, Mr. C. H. Pan, Mr. D.  
 Y. Ka, Mr. H. O. Tong, Mr. Liu  
 Chun Hong, Mrs. Wong Suck Wah,  
 Miss Ling Or, Mr. and Mrs. A. C.  
 Savage, Mr. Wong Kwong Han,  
 Mr. Jean Hund, Mr. W. Hall, Mr.  
 Chun S. Chong, Mr. Shue Tsoi To,  
 Mr. Pun Min, Master Mon Sik,  
 Mr. Ku Jen Hwang, Mr. Wong Yue  
 Kwong, Miss Laura Nam Nuan  
 Liu, Mr. and Mrs. L. W. Mercier,  
 Mr. L. O. Chan, Mr. K. K. Evans.

The following European passengers  
 left Hong Kong on August  
 14th by the a.s. *Portus* for Shang-  
 hai and Japan.—Mr. W. A.  
 Dobeck, Mr. Bandelier, and Rev.  
 F. F. Collier.

The following European passengers  
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 G. C. Ferry, Mr. M. Lebon, Mr.  
 H. J. Leonard, Mr. W. Hamilton,  
 Mr. J. Silva, Mr. and Mrs. Desmedt,  
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 Mr. J. Silva, Mr. and Mrs. Desmedt,  
 Mrs. A. G. Hashim, Mr. N.  
 Gorayeb.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

### SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG" "HOPKANG" "KWAISANG" "HANGSANG"	Wed. 15th Aug. at Noon Sun. 19th Aug. at Noon Wed. 22nd Aug. at Noon Sun. 25th Aug. at Noon
OSAKA via AMOY, SHAI, MOJI & KOBE	"KUMSANG"	Fri. 24th Aug. at 7 a.m.
OSAKA via AMOY & KOBE	"FOOKSANG"	Fri. 14th Sept. at 7 a.m.
CANTON	"KWAISANG" "CHIPSHING"	Wed. 15th Aug. at 7 p.m. Sat. 18th Aug. at 8 p.m.
STRAITS & CALCUTTA	"NAMSANG"	Satur. 25th Aug. at 3 p.m.
TIENTSIN	"CHIPSHING"	Tues. 21st Aug. at Noon
TIENTSIN via SHAI	"SUISANG"	Wed. 15th Aug. at Noon
SANDAKAN	"MAUSANG" "HINSANG"	Tues. 21st Aug. at 3 p.m. Wed. 29th Aug. at 3 p.m.

For Freight or Passage, apply to—

**JARDINE, MATHESON & CO., LTD.**  
 GENERAL MANAGERS.  
 TELEPHONE: CENTRAL No. 215.

## GLEN LINE.

FARE: HONG KONG TO LONDON 282.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GLENSHANE"	... (via Oran)	17th Aug.
Motor Vessel "GLENOGLE"	... (via Oran)	11th Sept.
Motor Vessel "GLENAMOT"	... (via Oran)	18th Sept.
Motor Vessel "GLENAPP"	... (via Oran)	31st Oct.







